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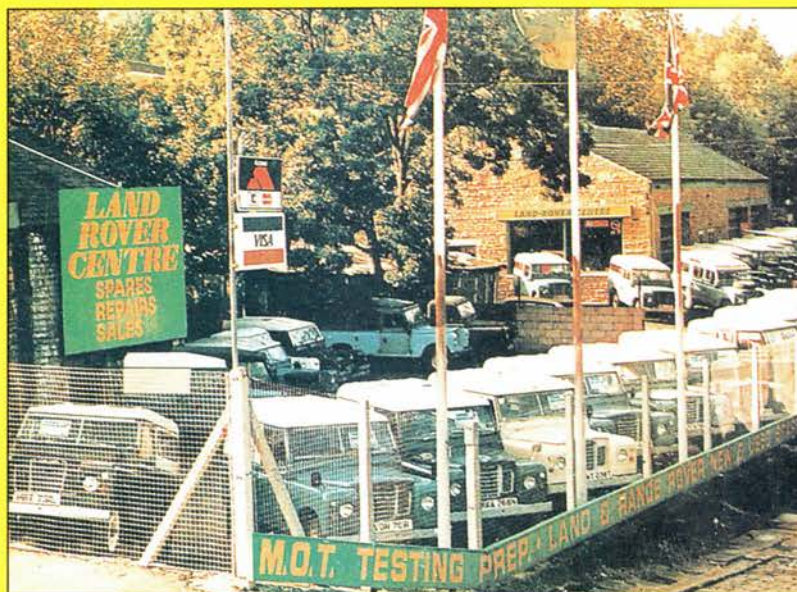
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1992

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JANUARY '93 ISSUE ON SALE: DECEMBER, 1992

Low Box

By Richard Thomas

LRO's technical editor, Robert Ivins, is working on the possibility of organising another Land Rover aid convoy to the Sahara next year. This would consist of parts to repair vehicles already out there and spares to keep them going, as well as taking further vehicles.

Robert anticipates the bulk of the spares and parts being carried by truck, with support Land Rovers making up the rest of the convoy.

Alternatively, the equipment might be sent by container with personnel flying out to meet it in Africa - with the unstable political situation at present, this could prove to be the safest way.

As a group, organisation or club, you might be able to help with a vehicle or parts. If you're interested in sponsorship - either in money or in kind - or going on such a trip, paying your own way, then please write to us with details.

"Remember, though", says Robert, "the Sahara is not a zoo, with people paying just to go and look".

There will be work to be done and, if you are genuinely interested and feel you can help, the write to LRO (Rainbow Rovers), Stony Rock Farm, Waterhouses, Stoke on Trent, Staffs, ST10 3LH. This address will also be used as a collection point for the project.

A list of basic requirements includes:

Land Rover tyres, 7.50 x 16 with at least 2 mm tread; Tubes; Wheel rims to suit the above; Engines - 2.25 and 2.5 petrol and diesel; Ancillaries such as: distributors, carbs, starters, alternators, springs, water pumps, radiators; Gearboxes and diffs; Batteries (new dry charged and acid.); Gaskets, seals, belts, hoses, etc.; Bedford 330 multi fuel engine (MK); BMC 2.2 diesel engine (already donated); BW auto gearbox for Bedford CF ambulance; Engine for Talbot ambulance.

We are also looking for a forty foot shipping container and, or, a forty foot articulated box trailer and suitable tractor unit which still has 2,800 miles of life left in it.

Rockin' Rover

As my colleague Colin Dawson, editor of our sister magazine International Off Road, tells me: "not all rock stars drive pink Cadillacs".

To prove it, Colin is featuring a world exclusive article in the January issue of IOR on rock star Bryan Adams' exceptional 100 inch hybrid land Rover.

International Off Road will be featuring a full test report on the vehicle, of which visitors to the LRO stand at Billing '92 will have caught a sneak preview glimpse.

The Land Rover is most certainly no ordinary vehicle and has been built to order, using the finest ingredients, for the Canadian star to use back in his British Columbia homeland.

Is it the ultimate Land Rover? You can find out by reading the January '93 issue of International Off Road, out on December 10. Place an order with your newsagent now.

Bucking the trend

Mid November saw plane loads of European journalists being flown out to Spain by Land Rover Ltd, to sample another product evolution in the company's history. News on this is embargoed until our next issue, so you'll have to wait for that, I'm afraid.

However, in talking to Land Rover's top bods out there, it soon becomes clear that the Lode Lane factory continues to buck the trend of falling production which prevails throughout the world motor industry. Graham Morris, managing director of Rover Europe commented:

"Land Rover is not immune from the worldwide depression, but sales continue to rise. August 1992 saw 3907 Solihull vehicles being sold - up 6.1 per cent on August 1991".

Discovery sales generally have been up throughout the year, increasing by a staggering 90 per cent in October over the previous year's figure. In one week in November, 681 Discoverys were built in one week.

Discovery production rates have now been raised to 600 vehicles per week.

Sales of Defender are said to be holding up well, while the Range Rover also continues to increase in sales. Sales of the Range Rover for October 1992 were up 49 per cent on the previous year with sales generally showing a 22 per cent increase on 1991.

Says Graham Morris: "Basically we've sold out of the LSE".

In the States, too, Range Rover sales are up 11 per cent. And all this in a worldwide slump.

On the Rock

Last month we featured the Cariba in our Dead Ends series and concluded that the vehicle had last been heard of in Spain. Now we learn from reader Mark Taylor that the Cariba has been spotted on Gibraltar.

Mark wrote to say that he spent eighteen months working on the Rock and almost every day would see the Cariba just as it appeared in LRO. "It actually lives just over the border in Spain", writes Mark, "I would also often see it when I was off roading my

mountain bike in the hills. We had a few close encounters and it got to the stage where, when meeting, a quick wave or hello would be passed".

Mark returned to the UK in July and the Cariba was still in southern Spain. Has anybody seen it since?

Series III's

Just a quick reminder that there is now a club for Series III owners. It is a national club, run in regions across the country.

For more details contact: Frank King, 16 Holly Street, Cannock, Staffs, WS11 2RU. Don't forget to send a stamped addressed envelope.

French Lanes

Anyone interested in a dirty weekend in France should contact Mark Payne. Mark has been researching unsurfaced lanes and roads in France and has put together an off roading weekend package exploring 'les routes vertes de la France'.

With the cooperation of local officials and landowners, Mark hopes to make these green laning weekends a regular event. In brief, the idea will be to leave the UK Friday afternoon, rendezvousing in France for an early breakfast Saturday morning. The weekend the continues under supervision with a barbeque dinner and social evening on Saturday night. Breakfast and a morning's green laning on Sunday lead to a 2 pm departure for the UK.

Mark says he has selected the routes to be non-damaging, but says there are many 'untested' rights of way for those who want to explore the surrounding countryside.

An entry fee of £130 will cover a vehicle and driver and includes farmhouse bed and breakfast for two nights and dinner on Saturday night as well as the off road fun. Extra people are £50 each.

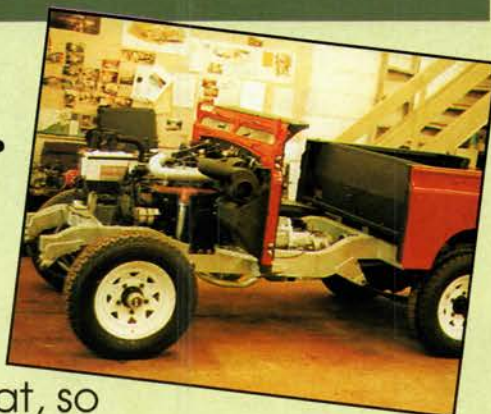
Mark has weekends planned for November 21 - 22 and December 12 - 13. For more information phone Mark Payne on 079-722 4370

The 1992 Rainbow Rovers convoy, below. Now Rob Ivins, right, hopes to organise another Land Rover mission to the Sahara



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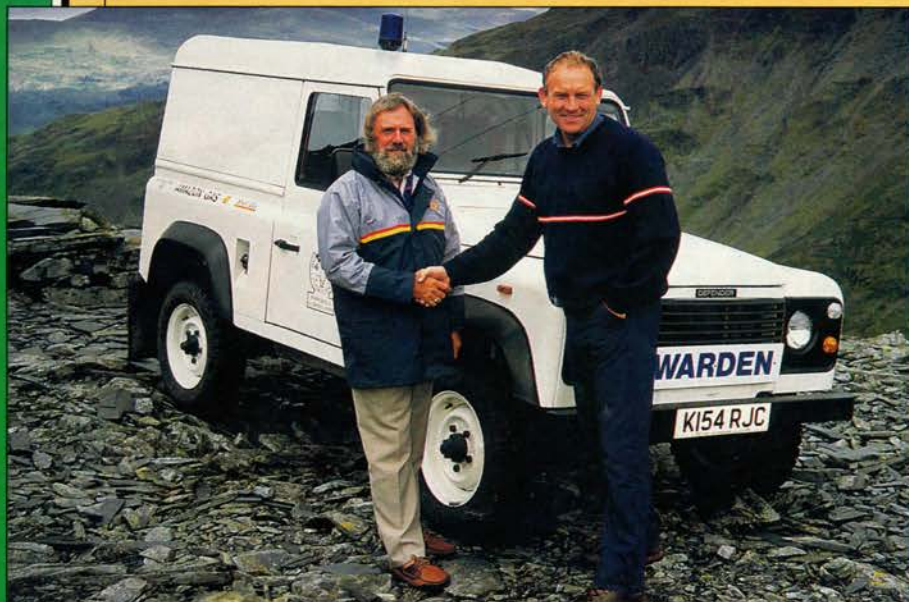
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Welsh Wardens

SHELL GAS has come to the rescue of wardens patrolling high on the slopes of Snowdonia National Park by helping them purchase a new Land Rover. In what is believed to be the first sponsorship deal of its kind, Shell Gas – through its Wales regional supplier Amazon Gas – is sponsoring the park's new vehicle.

Previously, the park loaned a vehicle from a local dealer but the assistance of Shell Gas gives the operators the security of their own vehicle.

Wardens will use the four wheel drive vehicle to patrol the park, one of the most rugged and scenic areas in Britain.

Ray Dimmock (left), managing director of Amazon Gas, hands over the Land Rover to Gareth Davies, the park's head warden

Paramedics

THE MASSIVE increase in popularity of off road and four wheel drive events with the potential increase in injury have prompted Northern Paramedical Services to offer a highly specialised service to the organisers of off road and four wheel drive events.

Based in Glasgow and covering the whole of Scotland and Northern England, NPAS are in a position to provide a high level of paramedic care to the off road community.

The team is led by a qualified paramedic with 25 years experience in providing "Immediate Care." NPAS is actively involved with the British Association of Immediate Care, The Trauma Foundation and the RAC Motor Sports Association. The common goal of the Societies is the desire to see a reduction in the figure of 14,500 who die annually and the many more who suffer severe long term disability as a result of accidental injury.

NPAS operate a number of vehicles ranging from specialist equipped ambulances to a four wheel drive rapid intervention vehicle. All sporting injuries demand skilled patient handling.

NPAS can be contacted on: 041 945 5701.

A secret is opened

ONE OF Scotland's "best kept secrets" is soon to be open to the public at Lamancha, 15 minutes from Edinburgh in the Borders of Scotland. To date it has only been used by the owner, and once a year a visit by the Scottish Land Rover Owners Club.

Three years of work have gone into developing this site. It is 230 acres, has several miles of tracks, a mile and a half of gullies, river crossings, substantial ponds, and heavy snowfalls in the winter, making this – as once described by a contributor to the SLROC magazine – an off-road paradise.

It has full planning consent for off-road driving as well as clay pigeon shooting. As well as accommodation on site there are garage repair facilities. For further information phone or fax Tom Flynn on: 031 443 2881.

LR-JE deal signed

EARLY IN the development programme of the latest Range Rover flagship the Vogue LSE, a decision was taken by Land Rover to incorporate an uprated version of their V8 engine. Engineers considered several technical alternatives including those developed by independent specialists, culminating in the purchase by Land Rover of the base specification rights of a 4.2 litre version from J E Engineering in Coventry.

Alex Stephenson, managing director of Land Rover's Power Train operations said:

"It's always preferable to design from a known base rather than from a clean sheet of paper and I was keen to capture some of the wide experience of stretching our engine which exists outside our own organisation. J E Engineering have a record of providing reliable engine conversions to Range Rovers so it was logical to use their specification as a starting point for the new 4.2 litre V8."

J E Engineering managing director Ronald Hall commented:

"We were delighted to sign this contract with Land Rover. We have been building high performance versions of the V8 engine for over ten years, and this will allow us to expand in the areas of upgrading existing 3.5 and 3.9 litre Range Rovers and Discoverys to 4.2 litres and beyond."

No UK team

WORLDWIDE BRANDS Incorporated, co-sponsor of the Camel Trophy event, have announced that there will be no British team in the 1993 Camel Trophy, to be held in Sabah – Malaysia. There has been a British team in the last five Camel Trophy events, but the Worldwide Brands Incorporated (UK) office has decided to "take a sabbatical in 1993, with a view to re-entering the fray the following year." Robert Chandler, business manager of Worldwide Brands said, "We intend to take stock of the situation and develop a new marketing approach for the Camel Trophy event, which will be linked more directly to our business building programmes for Camel Trophy products in the United Kingdom."

Turner petrols

TURNER Engineering have announced the following additions to their re-manufactured engine range and specifications.

Defender/Discovery Tdi engine and cylinder head exchange service. Short engines, full engines without external parts, full engines inc. injection equipment.

Land Rover/Range Rover V8 cylinder heads, exchange service.

Land Rover 2.25/2.5 Petrol cylinder heads.

Contact Turner on: 0342 834713.

Disco diffs

CONGRATULATIONS to Colin Gross and Dave Fletcher on successfully completing the Marakesh run, Colin in a 2.5 Tdi Disco and Dave in a V8 90 (see LRO October 1992).

As this rally involved driving in rocky, sandy mountain terrain considerable thought was given to reliability of the standard axles and diffs. The Disco in particular caused concern as it had suffered a broken front half shaft under 'normal' off road use.

The solution adopted was to supply heavy duty half shafts 24/24spline for the rear and 23/24spline for the front. The diffs used in the Disco were heavy duty four pinion in front and rear both modified with double trust pin and rubbing pad to reduce crown wheel side flex. The diffs used in the V8 90 were heavy duty four pinion in the rear and a metric two pinion, modified to take 24 spline shaft, in the front. Again both diffs were fitted with double pin and thrust pad.

No one can say if the standard equipment would have survived the run but by fitting the heavy duty half shafts and diffs reliability was more assured.



Dutch Disco in Baja 1000

AN OFF-ROAD team from the Netherlands driving a Discovery will make its debut in the Mexican Baja 1000, the famous desert race on the Californian peninsula, which began 12 November, 1992. Dutch off-road champions Henk Hellegers and Coen Terhorst challenged the American specialists on their home ground.

For the Mexican 1000 mile event, Hellegers/Terhorst received full support from BFGoodrich, Land Rover Ltd., and Dutch distributor Rover Nedland BV.

The 25th running of the Baja 1000 attracted massive attention. Organised as an amateur event a quarter century ago, the desert race has rapidly grown to full-professional status and the former Beetle-based Baja Buggies have turned into highly sophisticated purpose built pick-up trucks with full factory backing.

The Baja 1000 starts in Ensenada on the US border and runs south along the peninsula to La Paz. Apart from quick pitstops, there are no rest halts and no liaisons, like in European and African rally-raids.

After competing successfully in the Marlboro Desert Challenge in Dubai, last year, the Hellegers/Terhorst team and sponsor BFGoodrich is a household name in desert racing; the tyre manufacturer has an impressive record of wins in the Baja.

This will be the first participation of a Discovery in this race through lower California. It will be shod on BFGoodrich Baja T/A, tyres which are best suited to this kind of rough terrain.

One-make training

AS David Bowyer commences his seventh year of Off Road Driver Training at his centre in Devon he has developed a special series of courses throughout 1993 for those who are new to using 4x4 vehicles.

Every month of the year David will set aside special "one make" weekends for clients to participate in one of his normal highly comprehensive two day course. Each course will have a limited number of places to guarantee as much tuition as possible in order for all pupils to gain confidence in their driving ability.

Each of these courses follows David's normal one and a half day itinerary, with extra time being allowed for further driving during the Sunday afternoon. Registration fees for those attending with their own vehicle is \$99 + VAT with a reduction of \$10 made for an accompanying driver. The fee includes lunches and other refreshments for the two days at his Centre.

For an information pack including full itinerary, accommodation and booking form contact: David Bowyer's Off Road Centre, East Foldhay, Zeal Monachorum, Crediton, Devon EX17 6DH. Tel: 0363 82666 Fax: 0363 82782.

The dates are as follows:

January 16th/17th 'All types'
23rd/24th Land Rover 90/110
February 6th/7th 'All types'
20th/21st Discovery
March 6th/7th 'All types'
20th/21st Range Rover
April 3rd/4th 'All types'
24th/25th Land Rover II/III
May 8th/9th 'All types'
22nd/23rd Land Rover 90/110
June 12th/13th 'All types'
19th/20th Discovery
26th/27th Land Rover Series One
July 10th/11th 'All types'
17th/18th Range Rover
August 7th/8th 'All types'
14th/15th Land Rover II/III
September 4th/5th 'All types'
11th/12th Land Rover 90/110
October 2nd/3rd 'All types'
16th/17th Discovery
November 13th/14th 'All types'
20th/21st Range Rover
December 4th/5th 'All types'
11th/12th Land Rover II/III

Regulars' dinghy marathon to Marseille



LAND ROVER Finance have helped a group of businessmen raise more than \$9,000 for the RNLI, via a continental marathon with a difference. The businessmen, all regulars at The Fleece Inn, Holme, near Huddersfield, 'dinghied' non-stop from Calais to Marseille, covering 850 miles and negotiating 214 canal locks, to raise the money.

Land Rover Finance provided them with a Discovery to act as a back-up and team support vehicle. The French expedition took nine months of planning, and followed an earlier similar event the same businessmen took part in when they raised around \$15,000 for the RNLI after a Scottish dinghy marathon.

"PUTTING OUT THE MILK"

by *Border*

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'PUTTING OUT THE MILK' (Based on the stories of James Herriot)
JH66. Height 7", Width 12", Depth 10". Limited Edition of 1500 by Ray Ayres.
After the war, Land Rovers began to appear on the farm replacing the horse and cart as the general purpose vehicle to help the farmer in his daily work. Here Peter Trennholm loads the heavy milk churns before taking them for collection at the road end by the Co-op.

This superb study of a Series I Landrover is probably the first and perhaps the only time a Land Rover has been modelled in such detail. Every rivet, nut and bolt is shown in rare detail. The Land Rover from which the study has been taken still exists and works in North Cumbria. Those who have seen this study have all acclaimed it as so realistic and true to life – a real collectors item for any Land Rover enthusiast.

Putting out the Milk, was introduced in early 1992 and is already much sought after; an everyday country scene re-created and captured for all time. The study is full of detail and character and has a real story to tell; a scene that is sure to bring hours of lasting pleasure.

Putting out the Milk is produced in a limited edition of 1500. It is set on a polished wooden base and comes complete with a certificate of authenticity. Each figurine is produced in a unique resin and is hand painted using specially developed enamels and is signed by the artist and designer.

Delivery is normally 2/3 weeks and orders are dealt with in strict rotation from date of receipt. Each item is despatched, fully insured, by post. A full refund is available if you are not delighted in any way whatsoever.

Hodgsons, one of the oldest family firms in the china and glass world, are the largest retailer of Border Fine Arts figurines in the U.K. During 1990 they celebrated their 125th Anniversary. We look forward to being of assistance to you.

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This offer is only available to readers of L.R.O. Magazine. A discount of 20% will be allowed against each "Putting out the Milk" figurine purchased.

This offer is by special arrangement with the manufacturers and only a small amount of this edition will be available at this price.

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LRO 12/92

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Paranoid?

Dear Sir

WHY is it, generally speaking, that so many other road users seem unable to tolerate being overtaken by a Land Rover?

My ageing example of an 88 Series 3 circa 1972, is quite capable of exceeding 60 mph (on a good day with a following wind) yet whenever I overtake a member of the flat cap brigade or little old ladies driving mini-Metros, all hell breaks loose.

As a fairly recent convert to the pleasures (and pains) of Land Rovering, it seems to me that the XR3i syndrome is even more noticeable among drivers of more mature years. It appears that many of these people consider Land Rovers incapable of speeds greater than 30mph so it's OK to get in front of one and do a steady 32 because Land Rovers, particularly the older versions, can't possibly catch up.

I am becoming increasingly aware that dual carriageways bring out the worst in some drivers. Having overtaken a 'dawdler', it often happens that once realisation sets in, the aggression builds up to fever pitch and the car that I have just overtaken comes screaming by in order to regain its rightful place....in front of me.

Is this situation common to other Land Rover drivers, or am I becoming paranoid?

Brian Coates,

Bridgwater, Somerset.

Anglesey Rally

Dear Sir

I HAVE now received confirmation that Land Rover, Range Rover and Disco owners can attend a social rally on the weekend of 22nd and 23rd May 1993.

The rally will coincide with Anglesey Vintage Rally, a two day event to which Land Rover rallyers will get discount entry. The fee for the weekend will be £15.00 which allows camping from Friday until Monday if required.

The fee includes a commemorative plaque mentioning the Land Rover 45th anniversary. The rally is open to anyone who owns a Land Rover product.

Any interesting or unusual vehicles may be asked to take part in the adjacent Vintage Rally which already has a small Landie content. Any profits from the rally will go to

the Series One, 110 appeal and possibly a local Anglesey charity.

Any Land Rover Owners Clubs, ARC affiliated, can pitch their stand and one official caravan/tent free. Any trade on Auto-jumpers who want a pitch can go on the main vintage rally field if they wish, or pitch in the Land Rover area for £15.00.

For further information please write, including a stamped addressed envelope to the address below.

Chris Johnson,

14 Station Road, Goostrey, Cheshire CW4 8PJ.

With thanks

Dear Sir

HAVING just returned from this year's motor show I must write to say what a marvellous display Land Rover had. I went to the show for a day and stayed for three, the last two being spent entirely at the Land Rover Experience.

What a nice bunch of helpful people they all are, both on the stand and at the factory. We went to do some videoing there and I must say a special thanks to Roger Crathorne for lending us his men and machines, to Philip Bashall for his time and effort in re-arranging the Dunsfold collection for us and to Allan Walker for keeping us supplied with pies and coffee, and not forgetting the lovely girl in yellow who didn't quite manage to get the Discovery spinning again for us.

Thank you very much Land Rover.

David Jeffery,

Kingston-upon-Thames, Surrey.

Please help

Dear Sir

I am writing to ask your readers help. My girlfriend and I are to be married next summer, and having converted her to Land Rover mania, no Rolls Royce will do as the wedding car. No, she wishes to be driven to the church in a Series One Land Rover.

This is where we hope that your readers can help us - Series Ones seem hard to hire! Is there any one out there who could help us?

The wedding is to be on June 5th next year, in Abingdon near Oxford. If anyone is able to help us, please contact me either at

98 Mobbsbury Way, Stevenage, Herts SG2 0HZ or by phone on 081 524 0976.

Yours sincerely,
Martin Richards,
Stevenage, Herts.

Minervas

Dear Sir

HAVING seen the recent highlight on Land Rover Minervas, I include a photo that might be of interest to LRO readers.

Shown in the photo are a couple of Minervas, that are now used daily by the NMOG in Rwanda. The vehicles were donated by the Belgian government and sent directly from Belgium to Rwanda. They are obviously of quite a vintage.

They bear no licence plates, but black letters on white paint "OAU" on the sides "NMOG/GOMH" on the front/rear. They are here as part of the OAU (Organisation of African Unity) peace keeping mission to monitor the cease-fire.

They are parked outside the headquarters of NMOG/GOMN (Neutral Military Observers Group/Groupe d'Observateurs Militaires Neutres) - photo taken with permission.

This NMOG is composed of army delegates from Senegal, Zimbabwe and Nigeria (expecting soon some from Mali) and is supposed to enforce/supervise the actual cease-fire between the Forces Armees Rwandaise (Rwandese army) and the Front Patriotique Rwandais fighters that invaded Rwanda from Ugandan territory, starting in October 1990. Currently there are about 400,000 displaced persons who fled their homes in now FPR occupied territory.

Bernard Salzmann,
Kigali, Rwanda.



DIPSTICK by PETE



Make your "off-roader"



QUIETER



FASTER

WARMER



ECONOMICAL

GREENER



SAFER

on the road

LESS NOISE, IMPROVED ECONOMY OR MORE POWER ON THE OPEN ROAD

4 x 4 vehicle manufacturers incorporate a large and noisy belt-driven fan in case you want to tow 2 tons across the Sahara morning, noon and night. However during normal motoring on the open road you don't need fan assisted cooling as forward motion creates ram effect airflow to provide the cooling your radiator needs and removal of the fixed or viscous slip clutch fan from the engine pulley releases between 7% and 9% of your engine power. If you don't need the extra power for performance you can enjoy a fuel saving of between 7% and 9%. In addition removal of the belt driven fan significantly reduces noise and the engine warms up quicker, transforming your off-roader on the road.

Simply substitute the belt-driven fan you don't need for 95% of your motoring and fit a 'Kenlowe' thermo electric fan to provide cooling whilst stationary or moving slowly on or off the road. The significant noise reduction and a more flexible free-revving engine makes any journey on the road more comfortable and less tiring, real advantages which are paid for over and over again by the fuel saved! The 'Kenlowe' automatic fan is powerful for the occasions when your radiator needs cooling assistance such as during long traffic hold-ups in town or motorway tailbacks. The 'Kenlowe' fan is not only extra powerful but it is built to last like your 4x4 and whilst it has continuous rating with dual ball race bearings and 4 brushes it is thermostatic and fully automatic, working only when the radiator needs it — a fascia indicator with manual on/off switch is optional if required so you could even switch the electric fan off whilst fording! 'Kenlowes' are supplied in D.I.Y. packs for easy retrofit at home.

The advantages of 'Kenlowe' Fans have been proven over 30 years and thermo electric fans are standard equipment on over 75% of the world's cars, so if your "off-roader" is noisy, uneconomical, or sluggish, and if you don't tow 2 tons across the Sahara morning, noon and night, you could transform your "off-roader" to become more like a car on the road easily and cheaply.

IMPROVED HEATING, DEMISTING, ECONOMY ON EVEN THE SHORTEST JOURNEY

The 'Kenlowe' Pre Heater overcomes much of the discomfort, high fuel cost, poor safety and engine wear associated with short journeys throughout the year but particularly in the winter whether your 4 x 4 is garaged or left out in the open. Imagine leaving a warm house getting into your cold or freezing 4 x 4 that's difficult to start (frequently impossible with a diesel engine) and making your way on wet or icy roads with the engine racing on choke, peering through misted up windows and only cold air to provide little help and no comfort. Perhaps you start to see and feel an improvement just as you pull into work, arrive at the shops or complete the school run — and throughout fuel consumption is excessive. Imagine instead starting your engine easily without even using choke on petrol engines and feeling INSTANT WARMTH from the heater — imagine too the luxury of a warm and comfortable 4 x 4 throughout your journey with clear vision from INSTANT DEMISTING. The "Kenlowe" brings you all this and improves your FUEL CONSUMPTION on petrol engines by up to 46% on the first mile, an average 25% over a five mile journey or 12% on nine miles which explains why many people in the UK use the "Kenlowe" summer and winter. (Over 80% of engine wear takes place in the first minute of running — pre-heating significantly reduces this — battery, starter motor and exhaust life are also significantly improved.)

The powerful and compact "Kenlowe" 3kw pre heater incorporates an integral pump to circulate the hot water to all parts of your engine. The "Kenlowe" mounts underbonnet, slotting easily into the heater hose — connectors, hose and clips are supplied for easy D.I.Y fitting. A special weather resistant connecting plug and socket is included which can be positioned under the bumper or any other convenient location. Its simple to use outdoors or in, all you need is a mains electrical supply (3KW — 200/240V — UK) (2KW — 200/220V EEC). The "Kenlowe" pre heats your engine from freezing to 85C running temperature in around 25 minutes depending on engine size and costs around £83 + VAT.

ENVIRONMENT Cold starting requires a rich mixture of up to 100% more fuel than when the engine is hot — all of this extra fuel passes through the engine unused but heated into a gas before passing into the atmosphere as ozone damaging hydrocarbons.

ENVIRONMENT Up to 9% of the fuel burnt in your engine is currently used to drive the engine fan you do not need for 95% of your motoring — depleting world energy reserves and adding to the already high levels of ozone damaging hydrocarbons polluting the atmosphere.



KENLOWE FAN



KENLOWE PRE-HEATER



LAST WINTER!



THIS WINTER?

'Kenlowe' fans and preheaters are available for all 4 x 4's inc. Range/Discovery/Land Rovers, Mitsubishi, Diahatsu, Isuzu, Toyota, Suzuki, Lada and Mercedes. Add the fuel savings achieved with the Kenlowe engine pre heater on short journeys to the saving achieved by the 'Kenlowe' fan on long journeys for a much more economical 4 x 4. For comprehensive details, confirmation of the model for your vehicle, price and nearest stockist telephone or complete coupon today.

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LRO December 1992



LEADERS FOR OVER 30 YEARS IN
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Name LRO/12/92
Address
Kenlowe Fan ☐ Kenlowe Pre-Heater ☐
Make Model Year
Engine size c.c. ☐ Petrol ☐ Diesel ☐
Turbo Diesel ☐ Intercooler TDi ☐ Yes ☐ No ☐
Gearbox — Manual ☐ Auto ☐ Air con. ☐
Towing — Yes ☐ No ☐ Towing Weight
Towing — Local ☐ National ☐ Europe ☐

By Robert Ivins



WE HAVE been testing some of the fuel economy and conditioner devices described last month. I would just like to point out that these are *our* findings: you may get better or worse results. The only real test is in a laboratory with standard fuel on a test engine on a dynamometer.

Remember as well that a saving takes quite a long time to pay for itself: If a £100 device gives 10 per cent extra at 18mpg and £2.50 per gallon then: 18mpg = 13.88 pence per mile + 10 per cent 19.9mpg = 12.62 pence per mile = 7963.5 miles to break even.

The items tested are not a complete list of those available, just a selection we have tried.

1. FUEL SET

"Fuel Set is a non-hydrocarbon fuel treatment, mixed 4000:1 with fuel, that performs a number of important functions. Most importantly, Fuel Set is Hygroscopic (absorbs moisture). It defies the "oil and water don't mix" principle and ensures that your fuel system remains free of condensation that can accumulate and cause many problems such as corrosion and providing a breeding ground for the "bug" (*Cladisporium Resinae*), in diesel fuel. Fuel Set also contains detergents to clean waxes, gums and varnishes from fuel injectors and carburettors. It also helps in removing carbon deposits. The combination of all these actions results in Fuel Set's unique formula reducing fuel consumption and improving performance."

UK agent: Oakford Resources Ltd, Mill Bridge House, Middlebridge Street, Romsey, Hants SO51 8HJ. Tel: 0794 511103.

Cost £6.95 per 250ml used in a ratio of 1:4000 with every fill up.

We tried the treatment in two vehicles: VM 2.5 diesel and V8 Range Rover. After the second tank full both vehicles gave approx 10 per cent decrease in fuel consumption. The CO level on the petrol engine also dropped with the treatment.

Verdict - worthwhile treatment. Particu-



Worthwhile

larly to large storage tanks.

2. XXTRALUBE ZXI

"ZXI in an engine:

- * Improved economy
- * More power
- * Cold start protection
- * Quieter and smoother running
- * Reduced harmful exhaust emissions
- * Less wear
- * For petrol or diesel engines"

Available from: BRB International, PO Box 41, Uckfield, East Sussex TN22 4NZ. Tel: 0825 733783.

Cost £17.99 per 250ml (about \$100 per Land Rover). Once only (20,000 mile) treatment added to the lubricating oils.

Whilst not marketed as an economy device, as a by product of reducing friction and wear it gives an increase in economy. This will vary vehicle to vehicle but in our test on a Range Rover V8 it gave a saving of nearly 10 per cent.

Verdict: worthwhile particularly as it reduces wear as well.

3. TURBOLON

"Cut your fuel bills now"

Cost £131 per vehicle \$79.50 engine only. Available from: Turbolon, PO Box 281, Southampton SO9 7XB. Tel: 0703 553912.

A thermo dynamic metal treatment which alters the balance between the energy producing work, and wasted as heat. It also reduces friction.

The best result we had with this is a 12 per cent increase in mileage on a V8 Range Rover. It has also been used in our off road LR V8 for two years at speeds of up to 7,000rpm without changing the oil.

Verdict: worthwhile for life treatment.

4. GREEN TUNE

"Go unleaded reduce exhaust emissions. More green miles".

Cost \$89.95 fitted for a V8 engine. \$67.95 fitted for a 2.25 engine. Available from: Greenglobe Systems Ltd, Unit 1B, Parkwood Close, Broadley Park Road, Roborough, Plymouth PL6 7SG. Tel: 0752 696960.

This inline conditioner is marketed with



Our fuel saving devices have been tested in a Range Rover V8 and VM diesel as well on the team LRO comp. safari "buggy"

or just gimmicks?

an emphasis on the ability to run unleaded fuel in a vehicle otherwise unsuited to this fuel. This alone gives quite a cost saving but it also gives a saving of about 6 per cent in fuel. It uses catalytic and magnetic effects and when fitted to V8 the engine immediately ran more sweetly and the exhaust emission dropped.

Verdict: Good value for money.

5. FUEL SAVER

"To save fuel save money and the environment to run unleaded".

Cost £69.33 up to 3 litres. £111.63 up to 5 litres.

Available from: Fuel Dynamics Ltd, 9 Woodlands Way, Southampton SO1 2TJ. Tel: 0703 632716.

This device works on similar principles to the previous one but is far more refined in design. The catalyst material is shaped to allow maximum surface area to be available to the fuel and the magnets arranged to maximise the magnetic field around the fuel. The outer case is plastic covered to

stop it earthing out and loosing effect.

On the V8 it gave 15 per cent improvement and reduction in emissions. On the 2.5 diesel it gave a 10 per cent improvement.

Verdict: The best design using this technology we have seen so far.

6. ECOFLOW

"Saves fuel and money improves performance."

Cost \$44.65. Available from: Oakwood Enterprises, 31 Wormingham Road, Oakley, Aylesbury, Bucks HP18 9QV. Tel: 0844 237867.

It is hard to believe that a device clipped to the outside of a fuel line can have any effect at all, but it does, about a 10 per cent saving in fuel.

If saving energy is this easy why has it not been thought of before? This purely magnetic device clips to the outside of the fuel line as close to the carb or injector system as possible. We have tried it on three petrol vehicles, on average it give 10 per cent. On

the diesel, however, its effect is minimal.

Verdict: As a fuel economiser it works well.

WE ARE quite surprised that the items tested actually work and we have come to some conclusions based on our test.

- Some vehicles respond better to some devices than others.

- The more inefficient a vehicle is the easier it is to gain extra MPG.

- Mixing systems does not work.

- It is relatively easy to get up to 10 per cent extra from a vehicle. After that it gets much harder.

- Petrols respond to magnetic/catalytic devices better than diesels.

THANKS to all the people who have written in and to the manufacturers for supplying the items to test. We shall be checking them again to see if the extra performance/economy stays the same.

Please keep sending YOUR experiences marked "FUEL" to the Editorial Office.

FUEL SAVERS

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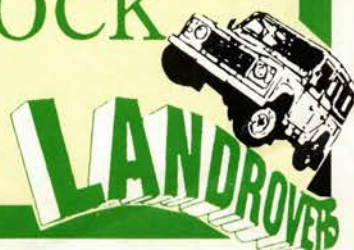
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Hotspur S6 armour

James Taylor investigates a rarity

CONVERSIONS are part of the Land Rover tradition. In recent years, the Special Vehicles division has taken more and more of the conversion work in-house, but in the 1970s it was still customary for outside companies to develop a conversion and then to seek Land Rover's "approval" of its engineering integrity. That, of course, did not guarantee that a large market was waiting—merely that Land Rover would honour its standard warranty on the converted vehicle.

As a result, some conversions remained very rare. Others were in any case intended primarily for overseas markets, and are therefore not often seen in this country. Just such a vehicle was the Hotspur S6 APC (armoured personnel carrier).

The Hotspur trade name today is owned by Penman Engineering of Heathall in

Dumfries, but in the days when the S6 was developed, it belonged to Hotspur Armoured Products Ltd and Hotspur Cars Ltd, two divisions of the same company based in Neath, West Glamorgan.

It was the Hotspur Cars division of the company which developed a 6x6 Land Rover chassis in the late 1970s. The primary aim was to increase the Land Rover's versatility by increasing its GVW and beefing up its off-road ability to suit. At least one of the prototype 6x6 vehicles was based on a Series III, probably with a six-cylinder engine, but development work concentrated on the Stage I V8 model as soon as that became available for overseas markets in 1978.

Shortly after the Stage I V8 was announced for the home market in 1979, Hotspur Cars announced what it called its Sandringham 6. The basic model came with a 125-inch wheelbase and was known

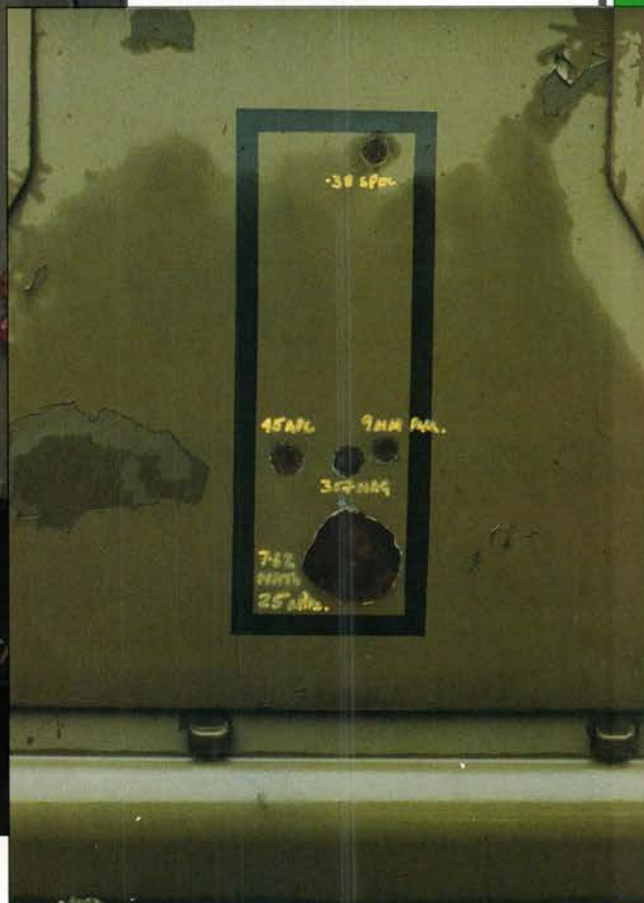
as the S6, and there was also an even longer model with a 139-inch wheelbase which was known as the S6E. A wide variety of bodies was offered with both chassis, and among them was an Armoured Personnel Carrier on the 125-inch S6 chassis.

The body for this had been developed by Hotspur Armoured Products Ltd, and it would always be that side of the company which would market the APC, while the regular civilian 6x6s were marketed by Hotspur Cars. No doubt the main reason why the shorter of the two chassis had been chosen the APC conversion was that the weight of an extra 14 inches of armoured body would have been too much for the S6E chassis, which had the same 2,000kg payload as the shorter version. Manoeuvrability might also have affected the choice, too, as the longer S6E was certainly less agile over rough terrain.

The first examples of Hotspur's APC were



▽ Used for ballistic tests



ed personnel carrier

sold in 1980 and, over the next few years, between 30 and 40 vehicles were built for customers in the Middle East and Far East. Exactly where they went is something which Penman Engineering is understandably reluctant to disclose, even now. But what the company will confirm is that only one S6 APC remained in this country. That vehicle – the 1979 prototype – served as Hotspur's demonstrator and featured in the company's publicity material until the S6 APC was replaced by the One Ten-based Hussar APC, some time around 1986. The Hussar, of course, is still in production today.

The prototype S6 APC, registered as AHW 952 V, is now owned by Peter Hobson, publisher of the Land Rover Directory and owner of the well-known used Land Rover parts business near Louth in Lincolnshire. It is a remarkable vehicle. Onto the left-hand-drive 6x6 chassis is built a fully welded

monocoque hull in high-hardness armour. Even the floor, which is an integral part of the hull, is armour-plated in order to give the occupants protection against mine fragments and grenades. Inside the hull, longitudinal bench seats on either side offer enough room (just!) for eight fully-armed men, and there is of course room for a passenger alongside the driver, making a complement of ten in all. Entry and exit are through the twin rear doors, or through armoured versions of the standard Land Rover cab doors at the front. So well sealed is the vehicle that air conditioning had to be a standard fitment.

The roof-mounted cupola on AHW 952 V was not a standard fitment: in fact, a wide variety of options was available within the basic armoured car format and the production models were built to customers' individual specifications. On this prototype, however, the vehicle's commander

could survey the terrain through the cupola, much as the commander of a conventional armoured fighting vehicle does.

At the front, the windscreens are of course made of thick glass with a high degree of ballistic protection. Forward vision is not brilliant, to put it mildly. Thick armour plating around the engine bay also restricts the steering lock considerably, with the result that the APC has an enormous turning circle. Add to that the fact that the vehicle's GVW is 3700kg (over three and a half tons) and it is not hard to image that maximum speed and fuel consumption from the 91bhp V8 engine would both be disappointing.

Many thanks to Peter Hobson for his help with this article, and to Ed Hunter and Graham Garen of Penman Engineering (0387-52784) for additional historical information.

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By James Taylor

OUR TWO-PART feature on Vantagefield conversions (see LRO, May and June 1992) aroused a lot of interest. One question which everybody seemed to want answered, however, was whether these vehicles, converted to suit Middle Eastern tastes and requirements, are practical propositions for use in Britain.

We simply couldn't answer that question; but we thought we'd like to find out. So we approached Vantagefield's David Linder and asked if we could borrow a vehicle for a few days, just to get the feel of it. "No problem," said David. The end result was that we had David's own vehicle on test while he was away on holiday. By a happy coincidence, the loan period coincided with the Bromley Pageant of Motoring weekend, and some readers might have been DL 38 on the Range Rover Register stand at that event.

Every custom-built Range Rover is different, of course, and DL 38 is simply representative of some of the things Vantagefield can do to a client's vehicle. In this case, the wheelbase has been extended by nine inches; a 275bhp 4.2-litre V8 has been fitted (Vantagefield now specify and even more powerful 4.5-litre type); and there are 235/70 Avon Turbosteel tyres on 15inch alloy wheels, plus a handling kit.

Outside, there are wide arches to cover the large tyres, running-boards, light guards front and rear, a four-lamp grille, catches to prevent bonnet and tailgate flying open at speed in the desert, a vinyl roof covering and a subtle metallic grey paint job.

At first glance, DL 38 doesn't look as dramatically different from the standard vehicle as do some custom conversions. But it's one of those machines which causes passers-by to do a double-take, or overtaking drivers on the motorway to slow down and let you past so that they can have a second look.

Inside, absolutely everything has been retrimmed in hand-stitched leather, including the dashboard, the headlining and the rear loadspace cover. The front seats are Recaros with multi-way electric adjustment and a two-position memory, and there is a refrigerator (to keep the drinking water cool in the desert) between them. Naturally, the standard Range Rover air conditioning system is part of the specification.

The first thing you have to get used to with a vehicle like this is the amount of attention it attracts. Every time you stop at traffic lights or a petrol station, you run the risk of drawing a small crowd. Obviously, that is part of its appeal in the Middle East; over here, where we tend to keep ourselves to ourselves a little more, it could be a handicap.

Most people who ask about it seem to think it must be a handful to drive because of its size. It isn't, of course. Though it's longer than a standard Range Rover, it's actually no bigger than a One Ten Station Wagon. Manoeuvring in tight spaces can be a bit tricky, but again no more so than with a One Ten. Width? No problem. It looks wider than standard, thanks to those light guards, the slightly lowered stance,



Living with the beast

and the wheelarch extensions; but none of these protrudes beyond the standard-issue door mirrors.

On the road, DL 38 is also very rapid. The extra weight of the nine-inch stretch must blunt the edge of the 4.2-litre V8's performance a little, although acceleration is strong enough for the kickdown to be almost redundant. The engine sounds busy under acceleration, much like the standard 3.9-litre V8, but it's interesting to note that everything seems to happen within a very narrow rev range. The big V8 idles at about 950rpm, and you rarely need to exceed 2,000rpm in everyday motoring. A motorway speed of 70mph corresponds to just under 3,000rpm, which gives relaxed high-speed cruising, and of course the engine will rev up to 6,000rpm. Not surprisingly, Vantagefield fit their own 140mph speedo, neatly designed to match the standard instruments.

Roadholding and handling are also carefully matched to the vehicle's size and performance. There is a little more roll than

with today's standard anti-roll bar suspension, but that could well have been the result of tired springs because DL 38 has covered a fair number of miles now. The wide tyres – actually those specified for the Bentley Turbo R, another heavy vehicle with high performance – give plenty of grip, too. Off the road, they would be useless; but then this Range Rover conversion is deliberately biased towards road use. For desert travel, of course, sand tyres would be fitted.

Lastly, there is the interior. The amount of extra room in the back is almost unbelievable. With the front seat set to accommodate a 6ft 2in driver, there is room for a 6ft 2in passenger to lounge in the rear with legs fully outstretched.

We come, then, to an answer to our original question. What is most surprising is just how easy the Vantagefield vehicle is to live with. The length simply isn't a problem; and the enlarged engine and tweaked suspension more than compensate in the performance and handling departments.

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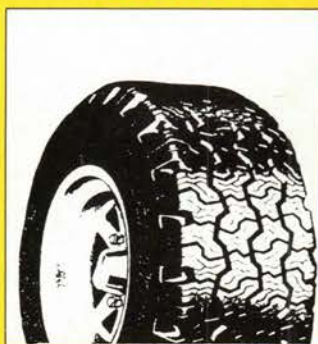
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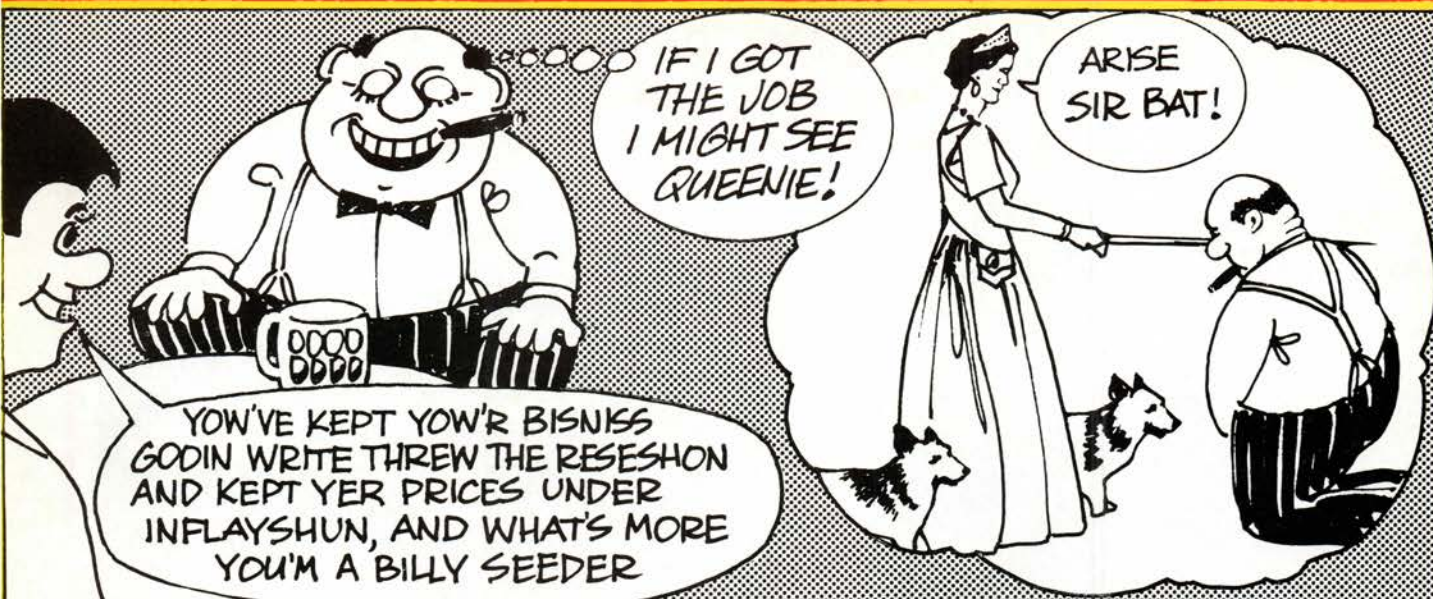
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1990 LANDROVER 110 V8 County Station Wagon, pas, towpack, 1 owner, finished in Ivory White

1990 LANDROVER 110 Turbo Diesel Hardtop, pas, trim pack, tow pack, f.s.h., finished in Shire Blue

1988 LANDROVER 110 Turbo Diesel Hardtop, pas, trim pack, service history, finished in Shire Blue

1988 LANDROVER 110 Turbo Diesel Hardtop, pas, trim pack, 24,000 miles, one owner, finished in Slate Grey

1986 LANDROVER 90 Diesel Pick-Up, pas, trim pack, finished in Stratos Blue

1985 LANDROVER 90 Petrol Hardtop, with side windows and rear seats, finished in Marine Blue

1985 LANDROVER 110 V8 County Station Wagon, pas, side steps, radio cassette, towbar, finished in Masai Red



1986 LANDROVER 90 Petrol County Station Wagon, pas, 23,000 miles, one owner, finished in Venetian Red

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Discovery and Yamaha – a perfect combination for exploring the Welsh Hills



**By
Tom Earis**

Discovering Wales

BEING ONLY 16 years old means that I don't get much chance to drive off or for that matter on the road. I do, however, have the occasional chance as my parents own a cottage in mid-Wales about two miles from the nearest metalled road which means that you have to drive over forest roads and rough tracks to get to it. (I can of course only drive on the private farm track).

This was great apart from the fact that, until this summer, the family car was a Mazda 626 which is not renowned for its off road capabilities. We had grown used to the expensive crunching sounds from under the car and having to replace the exhaust system rather too frequently.

Thankfully this has now changed as my father had just swapped his company car for a Discovery Tdi.

Persuading him actually to purchase it has taken time but two years of "gentle" pressure finally paid off. He can now no longer imagine how he coped with a lesser vehicle.

We arrived at our cottage during a brief lull in the August rain and got settled in. The Discovery was in its element and handled the track to the cottage with ease and had no trouble with the ford.

Now, we are very lucky that nearby is a public byway that stretches for about seven miles of rocky track that in places has been taken over by a river. The byway has been crossed in several places by Forestry Commission road and so has been cut nicely into sections.

As Dad was worried about the full condition of the road, I needed no persuasion to motorcycle the route first on my Yamaha but was unable to get through due to severe ruts and the depth of the river flowing on the track, which had also deposited large boulders under the water.

The possibility of driving the whole route was ruled out due to the lack of a second vehicle that would be required when the inevitable happened. So only some of the sections were traversed, which Dad did cautiously at first and then as his confidence grew the Discovery was pushed more and more, much to our mutual enjoyment. We got so carried away that we jumped out in the rain and did minor repairs to some poor sections.

How we had actually managed up till then without the Discovery we do not know and it is undreamable that we shall ever have a boring car again.

The highlight of the holiday came when we were just leaving. It had been raining heavily for three or four days (well we were in Wales) and the ground turned to thick mud and all the rivers were in flood.

The Discovery, which was towing a particularly large trailer, coped well with the sodden track. Then we rounded the corner and came to the ford which is situated in a dip. We have owned the cottage for 12 years and we have never seen it quite so deep. It had risen to over twice its normal height and had we had the Mazda we would never have attempted it.

I was volunteered for the job of getting

out in the pouring rain and fighting my way across and opening the gate on the other side, so I had a ringside view as the Discovery came through.

Everything from the top of the wheel arches went down under water and came out the other side. Good fun perhaps but everything in the trailer got soaked.

The fun was not over yet. After travelling more than six miles of forestry tracks and a few more on a single track mountain road which winds up the side of a 1:4 hill, we came into a small valley in which a river must be crossed three times over small bridges. These are basically pipes with concrete across them. They may sound flimsy but are in fact extremely strong and designed to allow water to flow over them if the river rises too high.

Coming down this particular 1:4 hill we noticed about ten cars situated on the far side of the valley. The river was flowing over these bridges which were now about a foot or so under water so that mere cars could not continue.

Through we went, first one, then the next, then the last. We came, we saw, we waded through.

But did we get even one cheery smile or wave from the owners of those lesser vehicles stuck on the other side? No chance.

Maybe they will be sensible and realise the errors of their ways and rush off to buy Land Rovers.

I can't think why people grumble about how it always rains in Wales. Personally I wish it rained more. Or is that impossible?

DISCOVERY



△ This was the picture which introduced the 109-inch Series II to the press in April, 1958. The vehicle is fitted with the optional flashing direction indicators

The Series II -

WITH THE Series II, Rover gave its best-seller both greater refinement and greater performance, says James Taylor.

THE VERY fact that the Rover Company described the revised Land-Rovers it introduced in April 1958 as Series II models tends to make them appear more different from their predecessors than they really are. In fact, the Series II models were just one more stage in the evolution of the Land-Rover in the mid-1950s.

Broadly speaking, Rover's plan for the Land-Rover's future in the later 1950s encompassed three major changes: the introduction of a diesel engine, the introduction of a new petrol engine, and the introduction of revised body styling. However, to introduce all of these at once would have been more than the company could afford, and the situation was further complicated when the development engineers found it necessary to stretch the wheelbase by two inches in order to accommodate the new diesel and petrol engines.

As a result, the introductions had to be

made in order of priority. First came the stretched wheelbases in 1956; then came the diesel engine in 1957; and the new petrol engine and revised styling appeared together in 1958, the latter making the vehicle appear different enough to justify the "Series II" name. Not until the Series II had appeared in production were the earlier models collectively referred to as Series Is.

There seems little doubt that the key element in the Series II Land-Rover was always intended to be its new styling, and it is still this which helps to distinguish Series I from Series II at a glance today. "Styling" was not a concept which had really come into the design of the Series I models, and in fact Rover had no styling department as such before 1954, when David Bache was brought in to set one up. For his first two years at Rover, he was too busy with the forthcoming P5 saloon and with revisions to the existing P4s to turn his attention to the Land-Rover; but he began to look at ways of improving the vehicle's shape some time in 1956. It was probably at that point that the idea of a Series II Land-Rover took over from the philosophy of

continuous development which had been in force since 1948.

Bache has admitted that he had some difficulty thinking up improvements to the Land-Rover's styling: it was already so ideally suited to the vehicle's role that any self-conscious cosmetic work might have seriously detracted from the 4x4's utility appeal. The changes eventually approved are perhaps best described as refinements of the Series I shape, and in fact the modest skirts on both sides which covered the exhaust pipe and chassis frame had already been seen on a Series I – albeit the rather special vehicle built on an 86-inch chassis as a State Review vehicle for the Queen in 1953.

Changes to the chassis, on which the Land-Rover designers had specified wider tracks, were the inspiration for the barrel-sides of the Series IIs; but it is to Bache's credit that he used this need for increased width to styling advantage, instead of simply widening the whole body and retaining flat side panels. The barrel-sides actually looked much neater and were, so Rover literature insisted, easier to keep clean.



△ Neat, but still rugged-looking: this is a Series II 88-inch, fitted with the optional truck cab. The spare wheel is also in its optional fitting on the bonnet. Note the barrel sides, "modesty skirt" sill panels, and improved hinges

an evolutionary step

THE LAND ROVER STORY

Bache had paid attention to the shaping of the bonnet panel, too, which on long-wheelbase models and 88-inch Station Wagons had a neatly finished curved leading edge. Neater door hinges made the vehicle look less as if it had been built from a Meccano set.

Other visual changes, prompted by the engineering department rather than by the stylists, were new front indicator and tail lights, and new catches for the bonnet and tailboard. These latter were of a quick-action design and were both easy to use and (unlike those on Series I models) attached to the vehicle so that they could not be accidentally lost.

Sales literature at the time of the Series II launch made much of the improved visibility out of the revised cab, which was mainly attributable to the small, curved, windows in the rear quarter-panels. In addition, though, the use of glass for the side windows was an improvement over the perspex found in Series Is, which was easy to scratch and could rapidly become opaque.

The revised cab also had a neatly round-

ed roof panel in place of the sloping type seen on Series Is but, as with these earlier models, the "standard" Land-Rover came without a metal cab at all. On such vehicles, the windscreen came with a rubber top strip on which it rested when folded forward onto the bonnet—a great improvement over the windscreen prop arrangement of the Series Is.

All these were valuable changes, but there is little doubt that the strongest impact of David Bache's revised styling was seen on the 109-inch Station Wagon. Not the least of the reasons why was that the Series I long-wheelbase Station Wagon which it superseded was a rather untidy-looking creation. It looked as if it had been built up piecemeal from the Land-Rover parts bins and, to a large extent, that was exactly what had happened.

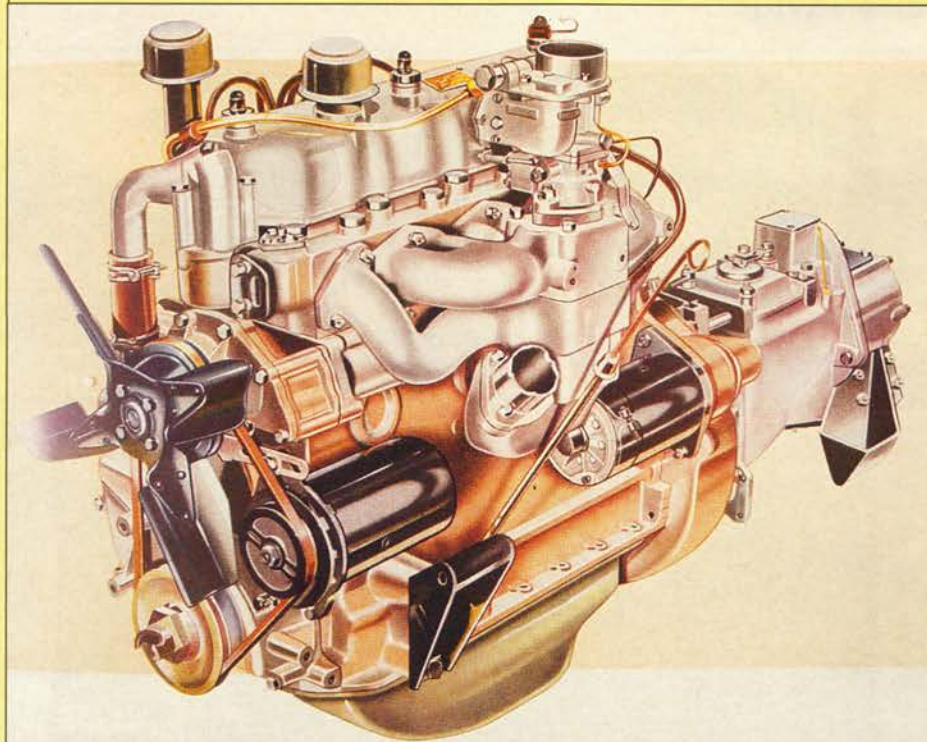
Bache's 109-inch Station Wagon succeeded in looking like an integrated piece of design while retaining all the rugged appeal of its predecessor. The proportions of the body were just right, and it is no surprise that these basic proportions are still found on the Defender 110 Station Wagon

today. Where the 107-inch Station Wagon had looked like an uncomfortable vehicle, the 109-inch Series II had a certain sophistication about it which suggested it might even be enjoyable to ride in.

It must also have been the most expensive Series II model to introduce because of the large amount of new tooling which was necessary. No doubt Rover took care to spread the cost, which would explain why the 109-inch Station Wagon did not appear until the Motor Show in autumn 1958, some six months after the other Series II models went on sale.

The story of the diesel engine's development was told in LRO for October 1992, and it appears that the petrol engine was not far behind. The earliest known development vehicle was an 86-inch Series I, with chassis number 116600001, which ran a prototype 2.25-litre petrol engine and was road-registered as TWD 722 in March 1956. The engine itself was numbered 2.25/10, however, which suggests that the first of its nine predecessors dated from some time earlier.

The 2.25-litre petrol engine shared the



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△ The Series II came with the existing 2-litre diesel engine or with the new 2.25-litre OHV petrol engine, which was based on the diesel design. This illustration is taken from a contemporary sales catalogue

The timeless shape of the Series II 109-inch Station Wagon is still in evidence on today's Defender 110. The very first examples had one-piece front doors, but later vehicles reverted to the two-piece type ▷

diesel's overhead-valve layout, robust cast-iron block, and three-bearing crankshaft. However, whereas the diesel was a wet-liner design, the petrol engine used what was essentially the same block (though with detail changes) without the liners. Thus, while the two engines shared a common stroke, the larger bore size of the petrol engine made its capacity up to 2286cc while that of the diesel was only 2052cc. The cylinder heads were obviously different, too, and the petrol engine had a much lower compression ratio and breathed through a Solex carburettor.

The new 2.25-litre petrol engine offered 77bhp in place of the miserly 52bhp of the old 2-litre unit, and this extra 25bhp – an increase of very nearly 50 per cent – made the Series II Land-Rovers distinctly better performers on the road than their predecessors had been. 65mph was a real possibility, it took around 8 seconds less to reach 50mph from standstill, and cruising speeds of 55-60mph were the order of the day. In practice, however, only the 109-inch models had the new engine for the first few months of Series II production;

supplies took some time to build up, and all the 1958-model petrol-engined 88-inch Series IIs had to make do with the old 2-litre IOE petrol engine.

The improved performance which the 2.25-litre engine offered would undoubtedly have shown up the ruggedness of the original Land-Rover chassis in the worst possible light if it had not been accompanied by a package of other improvements. These improvements were aimed at adding to the Land-Rover's comfort levels without diminishing its ability to stand up to hard use.

According to an early Series II sales brochure, the rear suspension had been redesigned "with the springs now mounted on sturdy outrigger brackets to give greater overall stability. The springs themselves are of lower rate and, operating in conjunction with new shock absorbers, provide a well balanced ride for driver, passengers, and load." What the sales catalogue did not spell out was that much of the greater stability was actually due to the wider track, up by 1.5 inches as compared to Series I models.

There were even improvements inside the Series IIs. The basic instrument and control layout remained unchanged, but the seat cushions were deeper than before and there was the option of a "De Luxe Cab", which added trimmed door casings and carpets to the basic specification. These items came as standard on both 88-inch and 109-inch Station Wagons, which also had the optional door locks and indicator flasher lamps as standard equipment.

Although the Series IIs were introduced during 1958, it is quite clear from surviving records that Rover had originally intended to launch the Series IIs during 1957 – probably at Motor Show time in the autumn. Poor sales during 1957 were probably the main reason for the delay, as it was important to clear dealer stocks of the old vehicles before the new ones became available, and the Rover Board learned on 24th October 1957 that the Series II launch had been put back by two months.

With the launch now scheduled for December or thereabouts, Rover decided on a further postponement. News had reached the company of BMC's plan to



RU 30-5



Like all Land-Rovers the Long Station Wagon has four-wheel drive, and affords an ideal means of carrying personnel or equipment over difficult country. Its possibilities are numerous; airport, oilfield, survey and safari duties providing exceptional scope for its versatility and powers of progress.

launch the Gipsy – the first domestic rival the Land-Rover had ever had – and Rover probably decided that it would be prudent to wait and see what this offered before putting the Series II in production. If the Gipsy offered something unique, then there would still be time to redevelop the Series II to better the BMC vehicle.

The Gipsy arrived in February 1958. In many ways, it offered a lot less than the Land-Rover, although its most significant difference was an all-independent suspension system. No doubt the Rover engineers got their hands on one as soon as they could; but they were also unimpressed with the alleged advantages of the Gipsy's suspension. Convinced that beam axles were best for off-road vehicles – a view which still holds good at Land Rover Ltd nearly 35 years later – they saw no need to make any changes to the Series II. (Nevertheless, they did go on to develop an independent front suspension for the Land-Rover, mainly as a safeguard in case the Gipsy was successful and Rover was forced to offer such a system – see LRO, November 1991).

So it was that production of the Series II Land-Rover began in March 1958 and the vehicle was announced in April, exactly ten years after the original 80-inch Series I had been announced at the Amsterdam Show.

Series II prototypes

NOT MUCH information is available about the Series II prototypes, and I would be very pleased to hear from anyone who can supply details additional to those I have set out below.

I have details of just one Series II 88-inch prototype: 88/7/S2 ("88-inch, number 7, Series 2"), which was not put on the road as XNX 541 until 1st January 1958. Presumably the six prototypes which preceded it were built up during 1957 – some perhaps as early as 1956. XNX 541 ran a prototype 2-litre diesel engine, though the diesel had actually entered production many months before this prototype was road-registered.

Details are similarly scant for the 109-inch prototypes. The first one (109/1/S2) must have run on trade plates for some time before being registered as 2593 AC on 10th November 1958 – well after the basic Series II 109s had entered production. The fifth one (109/5/S2) had meanwhile already become YNX 903 on 2nd June 1958.

It would be helpful to know whether details of any other Series II prototypes survive, and to have further information on build dates.

UPDATE

LRO's Land Rover Story is being written with the approval and full co-operation of Land Rover Ltd, but even they can't provide us with all the information we need. If you're an expert on an area of Land Rover history, we'd be pleased to hear from you and to acknowledge any material we use. If you once worked with the Rover Company or with Land Rover and can shed light on some dark corner of the Land Rover story, please get in touch. Or if you can correct or add to what we've already published, tell us. We'll make space to print what you have to say.

Our next few instalments will cover:

*The Series IIs on sale

*Santana – the early days

If you have any information or pictures which you think could help us with these, please let us know as soon as you can.

As the LRO history is being written and co-ordinated by James Taylor, we'd prefer you to make contact directly with him rather than with the LRO office. His address is: Hollybush Lodge, South Stoke Road, Woodcote, Nr Reading RG8 0PL.

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15	3	150	£781	£439	1	£23
15	3	200	£853	£469	1	£25
20	4	200	£1,022	£549	3	£30
25	5.5	200	£1,174	£689	3	£32
30	7.5	200	£1,444	£999	3	£40
30	2x3	300	£1,745	£1,049	1	£40
40	10	250	£1,980	£1,205	3	£40
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'91 RACK SYSTEM'
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By Stephen Long

I LAY down on a double bed in a Euro Disney hotel room and reflected for a few moments upon the circumstances that led to me being there. It was late, I was sharing the room with Neil Anderson, Peter Lockey and Chris Pomroy, all of us members of Welwyn Round Table. We were there for the start of Euro Auto Challenge.

The Challenge was to drive to all twelve capital cities of the EC member countries in the shortest time by motor vehicle. Tachograph's had been fitted to ensure compliance with all speed limits in the countries we would pass through.

So how did I find myself here? I had left behind a very tolerant wife and a three year old daughter. It all started with an application form, a pint of beer and a touch too much enthusiasm some nine months before. Many of these silly idea's fall by the wayside but somehow this one got through and I have a great team to thank for that. I had better get some sleep now, in the morning we have to present ourselves at scrutineering.

When you're really tired, morning comes too quickly. Up at 9 o'clock breakfast and then wash the vehicle. The vehicle in our case was a shiny new Land Rover Discovery TDi 5 door in white. It was covered in sponsors logo's which grossed the project nearly \$10,000. Alun Hubbard of Broadfields Cockfosters provided the Discovery. We received 100 per cent support from everyone at Cockfosters and we thank them for that.

I laid out the documentation and checked the list of requirements for scrutineering, first aid kit, fire extinguisher, spare bulbs, warning triangle etc. It was all there, we were a well prepared team. 11.30am off to the loo and then run the Discovery round to the park ferme, no problem.

Round to scrutineering and we get our first look at the opposition. Amongst the forty or so teams are the Metropolitan Police, three women from the British Army, two other Discovery's and a Land Rover. Land Rover were well represented. Now we have something to aim at.

Formalities take all day. Now completed we take the evening off. We have a nice meal and an early night. Tomorrow is a big day.

7.40am was our start time. First car away at 7am. We were there to see them off. So was Mini Mouse and Goofy.

Now I have to tell you that not a lot happened all day. We just drove, talked, moved places occasionally and put fuel in. Mind you the stops were interesting. We all had our jobs, one would put fuel in, one would clean the windscreen, another would pay and the last team member would have a wee for all of us.

About five minutes was our best time to complete these tasks.

Sunday is gone, it's now early Monday morning Neil is navigating, I am driving. During this stretch we found out what people meant when they talked about the wall. It was on this leg nearing Lisbon I had a nap at the wheel.

We reach Lisbon Novotel at 3.39am. A



△ From left:
Chris
Pomroy,
Stephen
Long, Neil
Anderson,
Peter
Lockey

The ▴
opposition



Twelve capi

light comes on as we pull up, we leave the vehicle and rush in, a camera crew rush in with us. We have our documents signed and rush out, the camera crew follow us, we were tired, but now we feel great.

Another day, another border crossing. This time it's from Portugal to Spain. Here we are stopped and pestered for money and souvenirs.

At 1.15pm we clock in at the Novotel Madrid. Smiling faces, a cup of coffee and we're off.

By the time we reach this part of the journey we have learned a few things. I was having no trouble driving in the city traffic. To be honest the thicker, the faster and the nastier, the more I liked it, not least because this is what the Discovery does best in the city.

Neil was fantastic when it came to navigation. Peter was mister cautious and Chris kept us all in check.

We had also learned a lot about the Discovery. The 2.5 litre diesel engine is noisy from cold but after about ten minutes you don't notice it. The steering is light, a real pleasure.

The trim is very practical and the seats supportive and very comfortable and there is plenty of elbow room.

If I have a complaint and it's a small point I agree, those window switches drove us round the bend. Everytime you reach to open the front windows you will most certainly open the rear ones instead.

The elevated driving position is glorious. The large opening rear door is most practical. In fact, practicality, reliability and security are the themes that just keep coming though. I liked it. Hell we all liked it.

3 o'clock in the afternoon and we're on the road to Zaragoza the view is spectacular and we're all feeling great. Let's go to Rome.

7.45pm Monday evening. 36 hours non-stop. We change teams again Peter is driving and Chris is navigating. Neil and I get our heads down.

At 8.20pm we stop for fuel. We make some calculations for fuel consumption. We had had a Broquet fuel catalyst system fitted to our Discovery just before the start of the event.

When I say fitted it's just dropped into the



A beautiful view, but when you've just missed the ferry, it's hard to appreciate

tals – one week

fuel tank. There had been no opportunity to get reliable mpg figures for the vehicle without the catalyst before we left. However, a good friend of mine, John, who drives his Discovery like a maniac tells me they should do 27 mpg.

At this stage in our journey we were getting 30 mpg. If the Broquet catalyst was making this much difference the \$62 was a good investment.

11.00pm, still Monday, we are approaching Montpellier. Disaster strikes.

The tachometer drops to zero. No tachometer, no result. We pull off into a service area. After a few minutes of searching I locate the problem, the mechanical cable drive to the electronic sensor located on the chassis is loose.

After 20 minutes or so it's all back in place. I jump in the driver's seat and run the Discovery up the service area. It works. We are back in business.

03.30am Tuesday. We cross the border into Italy and hit that wall again. It's an invisible wall covered in grease, it's very hard to get over it. Peter is not well, now we are down to three men. We find that the

stretches we have been driving are too long. We are very tired.

It's raining hard and the light/dark of the relentless tunnels is punishing us. We decide to cut our speed for the sake of safety. When dawn comes we pick up strength and increase the speed.

7.40am Tuesday 48 hours non stop and we're knackered.

Midday, Neil takes over navigation and I'm driving once again. Show me Rome, let's do battle. The sun is up, it's quite hot out there. We are lucky, another of our extras on our Discovery was a tinted film fitted to the glass which cut out about 40 per cent of the heat and made the vehicle look great. This is one of those products that is just not marketed in the right way, it works so well, but no one ever tells you.

The Discovery has good visibility or, put another way, on a hot day it's like a mobile greenhouse. So at £350.00 or so in my opinion the tinted film is great value for money. We have Pentagon Film Technology to thank.

We are in and out of Rome with no trouble at all. 2.15pm and were off to Brindisi to

make a vital ferry connection and hopefully meet a few other teams. 130k's all the way, the rain starts now, but we just keep on trucking. The Discovery feels sure footed in the difficult conditions. I feel very relaxed with its handling.

It's about 7pm when we arrive at Brindisi, no other teams to be seen. Port officials tell us what we need to do to obtain our tickets. We pay port taxes we are not expecting. Then we find other teams. No time for chit chat we are beckoned to the ferry.

A smile or two, a bar, a cabin, then a bed. That's all I remember, then it's morning.

Today we are in Greece and off to Athens. It's raining a little, but we're all happy and in confident mood.

The Discovery was superb here, the sheer size and the visibility made it the vehicle to have. We make it to the hotel and do as the locals do and double park. We were in and out in one minute, no team could have been faster.

Athens back to the Patra Ferry is tedious, but straight forward. Many teams are in convoy at this point. This is when the event started to get interesting.



△ The finish in the City of London

▽ The Welwyn Round Table teams at the award ceremony: from left: Andy Nation, Stephen Long, Neil Anderson, Derek Norris, Steve Unwin and Chris Pomroy



Returning to Igoumenitsa via Athens was always going to be tight, but as darkness fell some teams started to panic about catching the ferry and threw away their world record chances by speeding. Some of them just went for it. We kept our cool.

It was dark damp and even a little misty. The road had sheer drops tight bends and no armco. The ferry would soon leave but if we keep our heads we would be alright.

We found a particularly tight bend and meet two men standing in the road. It's one of the teams from the main sponsors of the event, the European newspaper. Their Saab was absent from the scene.

Further investigation and a few leading questions revealed that the car had popped over the edge. It was nothing dramatic but we managed to turn a drama into a crisis wasting valuable time.

I can see the ferry, out at sea. We've missed it. I felt desperate, so low I could have cried.

It's 6am Thursday we buy a ticket (£325.00). At 7am we board the ferry. Up on deck the sun rises, it's a beautiful day. But I can't see it. I had spent two glorious

weeks sailing here with my wife Helen. It is paradise no longer. We go to our cabins and sleep away the day thinking of what might have been.

4pm Peter informs Neil, Chris and I that he is going no further with Euro Auto Challenge. He has been ill and feels it may hinder the teams progress. We don't want him to leave but respect his wishes. He takes up with another team who missed the ferry, they will take him to Rome.

4.50pm off the ferry at Brindisi we are back in Italy. Within minutes of leaving the ferry the tachometer stops working again. We pull off on to some waste ground. Out come the tools and soon we are back on the road.

8.30pm things have been a little strained for the last couple of hours but soon we settle down and start to work as a team again. The weather is perfect, the autostrada is clear and we feel the benefit of our cruise control.

To my knowledge, cruise control is not available as an option on a diesel Discovery. We had been advised by team members who had been on a similar challenge

in 1991 that cruise control was essential. So we asked Mike Turner of Turners of Croydon if he could help us.

He came up trumps with a system of cruise control made by Econocruise. If, like me, you have points on your license for speeding then cruise control is the answer for you. Just set it and forget it.

At £356 including fitting and VAT, it's another bargain in the retro fit market. Driving long distances is a lot less stressful and the 2.5 litre copes with econocruise no problem. It takes about half a day to fit the system, Turners make a tidy job of it.

We make light work of Italy, Switzerland and Germany. We manage 4200 rpm in top throughout Germany at times. It's the only way we can tell the speed as the tachometer only indicates up to 130kph.

11.30am Friday. We clock in at the Pullman Hotel Luxembourg. We notice a team has clocked in 5 hours before us. We have made up time.

Next off to Bonn, here we take a little time to collect our thoughts and have a quick wash.

At 11.40pm we collect the Ferry at Puttgarten Germany, to Denmark, destination Kobenhavn. We saw nothing at all, just the hotel then back to the Ferry.

It's 4am Saturday. We're on the ferry and disaster strikes once more. I open the tachometer door to insert a new sheet, when I close the door, the clock stops. The tachometer is broken.

I spent 30 minutes on the vehicle deck, of a rolling ferry trying to fix it. That did make me cry. With no tachometer we would get no result and after all we had been through it just didn't seem fair.

Off the ferry at 0500am. We decided to continue the Challenge at the correct speeds and so on to Amsterdam. Bruxelles followed within hours and navigation here was first class. By Saturday evening we were travelling up the M2.

We can now use the mobile phone and so we call Euro Challenge headquarters now based at the Heathrow Novotel. They confirmed that there was little point in continuing to Dublin. They further advised us to go to the Hotel where we would find three beers on the bar.

We had a wash drank the beers and had a lovely meal, then turned in for a few hours.

At 5am Sunday morning we went down to greet the first teams home. Amongst them were team 26 from Welwyn Round table who at the final count finished third overall. Well done lads.

By the way, in the final analysis we received two awards, one for being sportsmen by stopping for the European team and another from Novotel for raising the most amount of money for charity and that can't be bad now can it.

Thanks go to all our sponsors and everyone who helped our team in Euro Challenge 1992.



Foto: Fred Kringsman

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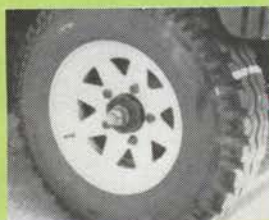
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Drew Bowler at the wheel of the "Budget Racer". With brother Mark co-driving he finished twentieth overall.



Hill Rally '92

4X4 RALLY

SINCE THE demise of the welsh hillrally in the early seventies, there has been a lack of a suitable four wheel drive rally in this country. To compete in an event like this, one has had to cross the channel.

For this year, and for the future, the hillrally has been revived. For the first of its kind in recent years, it was a great event.

We proposed to enter in the new Team LRO Land Rover, an 88 coil sprung special with Automatic gearbox (Ian Ashcroft conversion) and many differences to our previous Team LRO vehicle. But, as time marched on we realised that it would not be finished and tested in time. So we had to resort to our old faithful "maid of all work" 90.

This did not really have much preparation and was running on a "£60 as found"

Range Rover engine.

The service crew and 90 beat us to the start area at Clyro in Wales and greeted us with the news that there was snow on one of the stages, and it was only the 16th October.

After scrutineering and signing on we realised straight away that we, and half the field, had a major disadvantage – tyres.

The regulations stated that the vehicles had to be roadworthy and legal, so were running on Michelin XCL's. These are great in mud, but poor on wet grassy slopes (of which there were several).

A lot of competitors, however, were on Maxicross-type tyres which have a motorcycle trials tyre pattern. These are excellent off road, but are of dubious legality on the road (they are not marked BSAV1449). It is

interesting to note there were only three or four finishers who were not on these type of tyres. We will know next year.

We will also know where to have the radiator – in the back. The combination of partially blocked with mud radiator and the engine working hard for grip, led to the demise of our first V8, with a run big end at stage 3.

End of day one.

A tow back to the base camp had us looking for an engine. John Williams who owns the local Land Rover repair garage came to our rescue however and after four hours the Staffs and Shropshire LR Club service crew had changed the engine and we were back running.

Day 2 saw some really muddy sections and we were just getting into the swing and



Rob Ivins' 90 struggled through a certain lack of pre-event preparation resulting in the need for an engine change at the end of day one.



- an excellent event

slide of things when BANG. Half way through the day the radiator overflow split. End of our rally.

We were not alone, however, as 26 of the 47 starters failed to finish.

We did really enjoy the event, and thought the organisation and running excellent. The land was really well suited to this type of event.

Drew Bowler fared better than us in the Budget Racer which shows that better pre-event preparation always pays off.

In all a really good event. Book us in for next year.

Robert Ivins

RESULTS

Results as at 18th October 1992 15:22:36 Up to stage 13

Overall	Driver	Co-Driver	Vehicle
1	Stephanie Simmonite	Rachael Simmonite	Simmbughini Alpha
2	Chris Marlow	Richard McGrath	Land Rover Special
3	Bruce Tigwell	David Hartley	Tigwell 4x4
4	Phil Bakewell	Timothy Marsh	TMC 4x4
5	Alex Cole	Dave Ansell	Range Rover Hybrid
6	Michael Bloomfield	David Forrest	LR Special 4.7
7	James Webb	Adrian Reynolds	Land Rover 3.9
8	Martin Simms	Roger Gillard	Land Rover 90 V8
9	Daniel Evans	Francoise Marsan	Prototype 4.5
10	Christopher Hammond	Neil Wakefield	Range Rover Special
11	Mick Jones	Russell Howard	Range Rover Buggy
12	Alan Kirkland	Barrie Hollis	Land Rover Special
13	David Marsh	David Arnold	Land Rover 88
14	Ifan Davies	Susan Box	Land Rover
15	Melanie Simmonite	Gavin Lodge	Land Rover 90 Tdi
16	Robert Close	Vincent Cobby	Toyota Hi Lux
17	Paul Jones	Roger Jones	Range Rover Hybrid
18	Kevin Videan	Peter Valentine	Suzuki SJ413
19	Stephen Ramsey	Sheila Wilson	Land Rover SIII
20	Andrew Bowler	Mark Bowler	Land Rover 88
21	Edward Ivory	Nigel Bone	Land Rover 90



△ The launch of the much-improved TDi Defender is enticing more police forces to switch over to diesel.

Tdi on the beat

A FEW years ago, it would have been unusual for a police Land Rover to be a diesel, simply because the petrol versions offered more power and speed when required. With economy in mind, running a diesel Land Rover is attractive to forces concerned with rising petrol prices, and now that the new Tdi engined Defenders offer a much improved performance, more and more police forces are looking to diesel Land Rovers as a sensible alternative to the petrol ones.

I photographed an 'H' registration Defender 110 Tdi in Milton Keynes last year, that had only just entered service with the Thames Valley Police. It was the first delivery of the new breed of diesel Land Rovers, offering better all-round performance and comfort.

The Defender is termed a 'rural beat vehicle', which basically means that it is used to patrol the countryside surrounding Milton Keynes. Four wheel drive is necessary for use in snow and bad weather, and also for any off-road work that may be

called for. The vehicle is also used as an 'incident vehicle', especially where an off-road capability is needed.

The operator, PC Mike Shaw, also likes the Defender's large carrying capacity, which comes in handy for carrying large signs and equipment when dealing with accidents. As the Defender 110 is an eleven seater (the front middle seat has been removed), it is also often used for carrying large numbers of policemen.

Although the Thames Valley Police Force have Transits and other vans with a large seating capacity, the Defender comes into its own when taking police officers off-road. For example, murder scenes are quite often in places that are largely inaccessible to ordinary patrol vehicles, but the police need to get to the place where the crime was committed as quickly and efficiently as possible. The Defender can carry a full crew of eleven policemen, who would then spread out over the area looking for clues. Without the Defender, the police officers would maybe have to walk

miles, simply to reach the scene of the crime.

The new Defender Rural Beat Vehicle replaced an aging Ford Escort van, which was considered inadequate for the task in hand. The Escort had originally replaced another Land Rover a few years previously as a cost-cutting measure, but the amount of off-roading that was required from it was simply too much for the Escort to cope with; hence the return of a Land Rover vehicle in June 1991.

The Defender is kitted out with reflective side stripes and flashing beacons. Two fully swivelling spotlights are also fitted on the roof; one on the front, and one on the rear. Folding side-steps allow easier access to the vehicle.

The interior of the vehicle has the standard 110 seats, covered in hard-wearing vinyl. Although the vehicle is a station wagon, designed to be a full twelve seater, the front middle seat has been removed and replaced with a police VHF radio. The handset for this is attached to the dash-

The centre front seat has been removed, to make space for the police radio. Note the centre-mounted switches controlling the emergency lighting and sirens.



A basic emergency kit is carried in the back of the Defender. This includes cones, a shovel, a first aid kit and police barrier tape.

Note the callibrated speedometer on this Staffordshire Police Defender, which is mainly used for motorway work.



board. An additional strip light has been placed in the rear compartment, and a control board with various switches has been attached to the dashboard. The switches include flashing beacon on/off, interior light on/off, siren on/off, loudspeaker activate and the spotlight controls. These switches sit where the radio/cassette player would normally be.

As the vehicle is mainly on rural beat patrol, only a small amount of equipment is stowed in the rear. This includes fold-away emergency signs, twelve road cones, a brush, a shovel, a first-aid kit and plastic boxes carrying equipment useful in emergencies. This equipment includes barrier tape, tape measures, torches and reflective jackets.

This Defender is the only Land Rover based in the Milton Keynes area, although the Thames Valley Police Force have several Discoveries that are used as motorway patrol vehicles (see LRO, December 1991).

The nearby Staffordshire Police Force have recently taken delivery of some

Defender 110s as well, also as a cost-cutting measure. Nevertheless, their Land Rovers come complete with V8 engines, and were purchased to replace Range Rovers on motorway patrol.

Staffordshire Police felt that the cost of a police Range Rover (complete nowadays with a Vogue interior) was too extravagant: especially as the Force was using Opel Senators and high performance Ford Sierras to catch speed offenders, leaving their Range Rovers as not much more than expensive tow trucks to remove stricken vehicles. The simple solution was to replace the Range Rovers with a cheaper product.

Japanese 4x4s were rejected fairly early on in the proceedings (most of the Japanese 4x4s that you see in police colours have normally been supplied gratis by the manufacturer 'on evaluation' anyway), so the only candidates left were the Discovery and Defender. The 90 was eliminated as it did not offer enough load space, while the greater expense and more comfortable

interior of the Discovery was seen as being unnecessary. There have also been complaints from other forces that the Discovery's load bay is not roomy enough for all the police equipment that fits easily into a Range Rover's boot. The only other alternative therefore was the Defender 110, which was duly purchased.

Staffordshire Police have three 110s, two of which are used on the motorway. The V8 engine was deemed necessary for high speed emergencies, and the operators appreciate the quietness of the 3.5 litre powerplant.

Although the 110 V8s are rarely used in pursuit roles, they are allegedly capable of exceeding 90 mph when necessary, despite having the aerodynamics of the average housebrick.

ACKNOWLEDGEMENTS: My thanks to PC Bob Morris and PC Mike Shaw of the Thames Valley Police Force, and also Sergeant Roy Fallows of Staffordshire Police.

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△ A line up of Discoverys, in distinctive colouring, awaiting specialist treatment by Special Vehicles

SPECIAL VEHICLES

- Land Rover's fourth brand

Richard Thomas profiles Special Vehicles, Land Rover's bespoke vehicle design and manufacturing facility that has now become the company's fourth brand.

SINCE 1984 when Land Rover Special Vehicles was formed out of the Special Projects division, Land Rover has operated a consistent policy of offering its customers not only standard vehicle ranges, but the option of custom built Land Rover products to suit their precise needs. In doing so, not only has the legendary versatility of the Land Rover been preserved, but the company has come to dominate a lucrative niche in the worldwide market for bespoke 4x4 vehicles.

That domination has been – and remains – absolute. Special Vehicles not only has a worldwide profile for carefully crafted variations of the Land Rover theme, it is also

unique on two counts. Firstly, it is the bespoke vehicle manufacturing facility of the world's only dedicated 4x4 manufacturer; secondly – and possibly most importantly – only Special Vehicles can offer 4x4 buyers a true 'one-stop' facility for the exact vehicles they need.

Indeed, when Special Vehicles say 'one-stop', they mean precisely that. Having decided that you need, as a random example, a Defender V8 6x6 mobile lubrication plant for desert service, Special Vehicles will provide you with consultancy, vehicle design and build, vehicle supply, warranty and worldwide dealer care, finance assistance where appropriate, and worldwide parts support from a single source, and at the point of original vehicle manufacture. No other 4x4 manufacturer offers the same level of customer care.

This is one of Land Rover's marketing

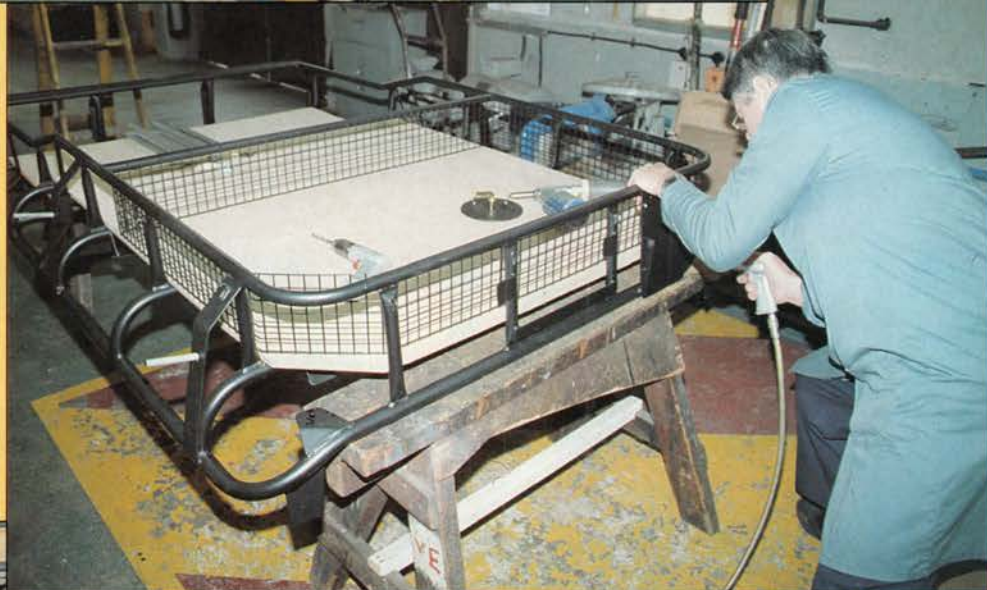
strengths, one that has no peers, and it's about to receive fresh impetus, as Special Vehicles has just become the fourth brand of the Land Rover marque, taking its place alongside the Defender, Discovery and Range Rover brand names.

The repositioning of Special Vehicles within the company structure is a major public endorsement of the division's importance to Land Rover. For some time now, Special Vehicles has been aligning itself more closely with Land Rover's mainline manufacturing networks.

For example, the Defender 130 chassis, once handbuilt by Special Vehicles by 'stretching' One-Ten chassis, is now line built, and the 130, in crewcab HCPU form, has joined the ranks of mainstream production Defenders. The Defender 130 Tipper and Dropside vehicles that we tested some issues ago, are built Special Ve-



*Work in progress in the
Special Vehicles unit*



SPECIAL VEHICLES



110 before and after the Special Vehicles treatment



hicles, but very much seen as a 'standard' Defender range that dealers can get to grips with.

The division is also actively enlarging its luxury vehicle sector design portfolio. It has taken over much of SID, Land Rover's Special Installations Department, to give it additional capacity, and handled, for example, the development of the body enhancement panels for the recently launched Range Rover Brooklands LE.

Much of this is a new departure for Special Vehicles, and is credited to its new director Chris Langton who took over earlier this year. His style, one of pro-active divisional development, global vision, and aggressive but carefully considered marketing, is already helping the division to win new business in its many worldwide market sectors.

Public visibility appears to be one of Chris Langton's long term aims. At this summer's Royal Show, one of the biggest 'shop-windows' for Land Rover in the UK, the separate Special Vehicles stand was one of the largest ever put together by the division. It brought the buying public in direct contact not only with Special Vehicles experts, but creations such as Defender 130 access platforms, Quadtec modular box body models, tippers, long wheelbase paramedic Discoverys, and a host of other machines rarely seen outside the world of specialist vehicle users.

The decision to parade Special Vehicles to such a varied public at the UK's biggest country show was easy to make for Langton. Brand status means visibility, and he wants everyone to know exactly what Special Vehicles means, and what it offers.

Visitors to Lode Lane will also be left in no doubt as to Special Vehicles' existence. The division's offices and vehicle manufacturing facilities, until now devoid of identity, are to gain prominent signage echoing the strong commercial identity programme developed for Land Rover dealers and much of the company's Solihull site.

Redevelopment of existing frontage to Special Vehicles' buildings and facilities also means that completed vehicles can be parked up and displayed until it is time for them to be delivered to their customers.

Langton sees this as essential as, verbally and pictorially describing the sorts of Defender, Discovery or Range Rovers that Special Vehicles produces comes a very poor second to seeing the machines themselves in the flesh.

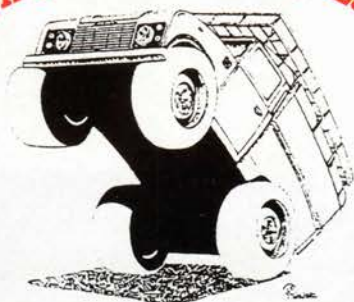
What is quite remarkable is that, amid

this frenetic activity, Special Vehicles is not only coping with a very full order book, but also actively developing new designs for Defender, Discovery and Range Rover. With the addition of new Computer Aided Design facilities at Lode Lane, Special Vehicles is compiling a design portfolio for Discovery in particular, that will spawn both inventive re-engineering and greater integration of the model into specialist vehicle fleets.

One thing is for certain though. In addition to Special Vehicles' own thoughts on the specialist Land Rover products of the future, there is no shortage of ideas, concepts and requests from its customer base.

The message going out to the world's markets is clear; if it can be based on a Land Rover product and can be feasibly engineered, then Special Vehicles can supply it.

At the sign of the prancing Land Rover



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SERIES ONES



△ Fire tender 80 inch

Embsay Rally

WHAT ARE now known as Series One Land Rovers were made between 1948 and 1958 and, as Land Rover enthusiasts will know, have a fanatical following of their own. During this ten year period a variety of wheelbases and engine capacities were manufactured but all are welcome at the Land Rover Series One Club and its events.

One such event held annually in the North of England is the rally at Embsay Station just outside Skipton in the Yorkshire Dales. Embsay is home to the Yorkshire Dales Steam Railway, a standard gauge preserved railway, but once a year its car park fills with Series Ones.

This year was no exception, indeed it was the tenth anniversary event, but like all the others it retained the low key informality that makes this event such a pleasure to attend.

We rolled in to Embsay in our old '58, parked it up and went for a wander amongst the parked up motors. Almost immediately we bumped into familiar vehicles or their owners.

Neville Langley had brought along a completely original and unrestored 80 that had been worked hard through the years before being parked up. Its last task had been to tow a gang-mower around a factory grounds from where Neville bought it.

Another hard worked 80 is one of the pair owned by the Govier brothers, they'd come

up from Brum in the V8 powered motor that regularly competes in trials, sees tough greenlanes, annually makes the trip out to the racing at Le Mans and was at Solihull for the Camel selections earlier this year. The other 80 owned by the brothers formerly belonged to Drew Edwards who was there along with Richard Lines and a much used trialler.

There were a number of more standard 80inch Land Rovers present, many of which had correct period accessories such as Brockhouse trailers and one that had a PTO driven circular saw. An 80inch fire tender still carried most of its firefighting equipment and its red livery. Yet another 80 still in the livery of a particular organisation was an AA patrol vehicle.

The long wheel base models also carried a variety of different service livery and a former Civil Defence machine had been restored to original. During the fifties many Land Rovers were stockpiled for Civil Defence duties, as were trucks and motorcycles, and it was no doubt a lucrative contract for the Solihull company.

Many of the Civil Defence Land Rovers seem to have been given SXF registration letters and the one at Embsay was no exception, it sported the markings of the Corps and a Field Cable Party.

John Wheeler had brought along his recent acquisition, an 86inch model with

canvas tilt in straight and original condition, except for the shade of Ford green it has been sprayed at some time. John's other Series One, also an 86 which is fitted with a Turner winch, was one of the vehicles used by the Series One Club team in last year's ARC War of the Roses.

Station wagons were also represented; a number of 86/88 models both in restored and original condition swelled the line up of Series Ones and one pristine 80inch wheelbase station wagon. Between 1948 and 1951 only 641 of these station wagons were manufactured with a body considerably more refined than the Land Rovers of the time.

Unfortunately there were no 107inch Station wagons present. In fact long wheelbase Series Ones were completely absent.

The Forward Control club had turned out and had a display of their machines ranging from Alan Rogerson's 101 towing a gun and looking for all the world as though it could still be in service to Simon Denham's civilian model. A couple of camper conversions looked useful and practical.

An interesting hybrid was to be seen with the forward controls – it was a forward control chassis and running gear but clad with Series One body panels and windscreen.

We went and got back in the '58. As I fired up the Moggy Minor I thought we'd take the Land Rover next year, also a '58.

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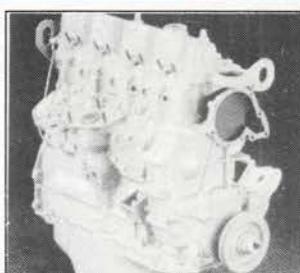
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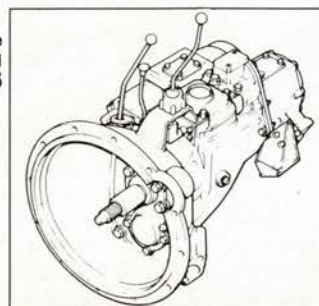
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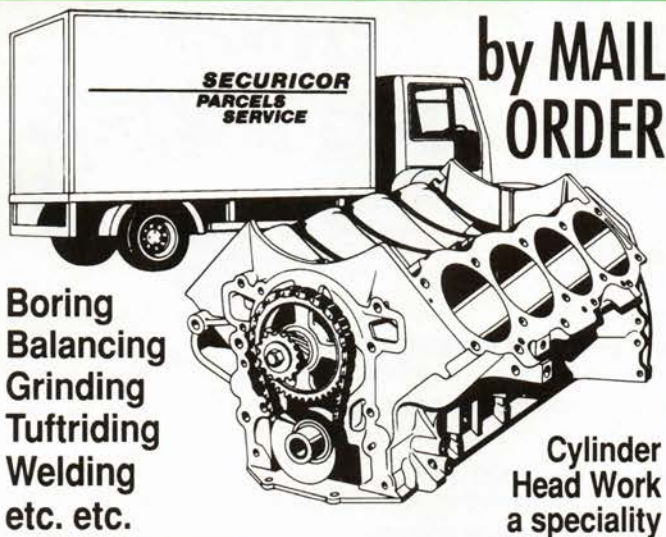
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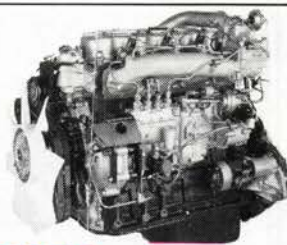
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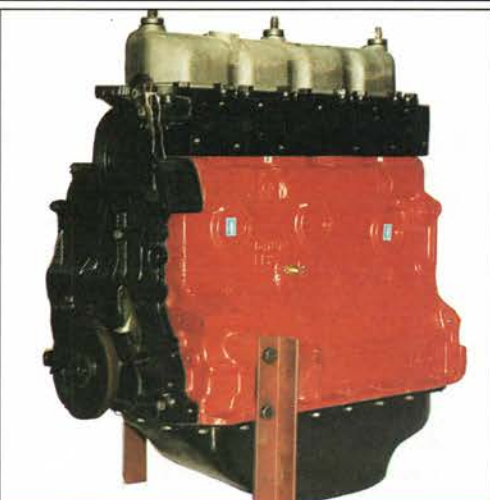
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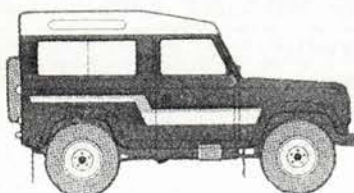
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△ An approaching storm on the Masai Mara National Reserve

Joy and agony

A SAFARI in Kenya, with a Land Rover all to ourselves. This is the stuff good dreams are made of. We had been working in northern Kenya for 10 months. During that time we had become good friends with Harmesh (Zeff) Kapoor. Over the months he became aware that I was a serious Land Rover enthusiast, and often we would become engrossed in long rambling discussions.

Zeff read my Land Rover Owner magazines. When JoAnn, my wife, and I mentioned plans to rent a car for our first vacation, he agreed to loan us his Land Rover. About two weeks later, we were at his Nairobi house, checking out a 1979 109 Station Wagon.

The most striking thing about the 109 was the ugly military green paint. Zeff had leased the vehicle recently for use in a movie, and they had repainted it. Although a brief test drive at night on busy Nairobi streets was not exactly complete, the vehicle had good potential.

Zeff's Land Rover was set up nicely for safari use. It was fully outfitted with two canvas chairs, folding table, gas stove, mattresses, pots and pans, cooler, and a food box. Two jerry cans were locked on the front bumper, and another was in the back,

along with three large plastic water jugs.

In addition there was a comprehensive box of spares, tool box, shovels, axes and two hand cranks. One spare tyre was on the bonnet, and a second was mounted on the full roof rack. All we needed to add was a tent, sheets, blankets, pillows, food, drink, personal items, oil and fuel.

The first day with the borrowed Land Rover was not encouraging. The vehicle had sat idle for several weeks, and the battery could barely operate the horn. More than 20 minutes were required on the hand crank to get the engine running. My left hand ended up with several nice blisters, as the rotating outer handle of the hand crank was seized. The pain was forgotten as we were independent at least well, until the engine died in heavy traffic.

Luck was on our side, and we coasted to a halt at a petrol station. A quick check showed no fuel, even though the gauge registered 1/4.

A new battery was installed the next day, but the delight of electric start was nearly cancelled by the expense of running the engine. An American credit card paid for the first complete fill-up of the tank and all three jerry cans with gasohol. Whoa....1,700 shillings, is that really 75 US

dollars?

Our first destination was Lake Naivasha, a short drive north-west from Nairobi, and across the stunning Rift Valley edge. Mount Longonot, a spectacular volcanic cone, dominates the scene. The 109 worked hard getting up to the escarpment's edge. Unfortunately, the water temperature would race for the red on uphill, and drop equally fast on the downhill. The case of the missing thermostat? It was a discrepancy that we learned to live with, with an occasional shut down due to vapour lock.

The afternoon spent at scenic, idyllic Fisherman's Camp at Lake Naivasha's edge passed easily. A small herd of cows wandered about, enriching the soil, and almost succeeding in eating the laundry JoAnn hung up. I installed new points, and changed engine oil, and checked all oil levels (gearbox low, transfer case high as usual).

At night the tempo changed as thousands of mosquitoes buzzed into camp. We were forced into the tent not long after sunset. That night we were serenaded by the hum of hundreds of mosquitoes just beyond the tent fabric, and the grunts of hippos.

The next morning the Land Rover was

snorting through deep dusty holes and ruts, as a back road to Narok was explored. The vehicle rocketed down the road, dust exploding into a thick red-brown cloud. I ran ahead to photograph the action. It was a mistake. JoAnn roared the Land Rover through the holes, then came right next to me and slammed on the brakes. It was hard to see her grin through the swirling, choking cloud.

The landscape was beautiful. Hill after hill, with villages poised next to rich farmland interspersed with trees. Young children tended flocks of goats and sheep. Older children wandered with cattle herds. Women carried water up from the rivers, the jugs balanced easily on their heads. The road twisted steeply uphill, and plunged downhill. Certainly it would have been more challenging with a heavy rain. The four hour drive to Narok was great, but once there, the spell was broken.

Narok is the gateway to Masai Mara National Reserve. It is a bustling town, which possibly owes its existence to charging an exorbitant rate for petrol, and the total harassment of foreigners by trinket sellers. Even at the petrol station, the vendors from the nearby shops swarm around. 'Hey, want to trade your T shirt for a cow hide shield?' 'No? Then how about your socks?' You have not been hustled until you have been to Narok. Does anyone leave without a 'genuine' Masai spear, which breaks down in three easily packed pieces?

After a hasty departure from Narok, the next destination was Masai Mara National Reserve. The main road quickly becomes a dusty, rough dirt road. This is where the old slide windows of the Land Rover shine. As a vehicle approaches, the headlights are turned on (for safety in heavy dust), and the front vents and windows are slammed shut.

You can take those 'new' wind down windows and throw them away. not only do they take too long to close, and have a mechanism that breaks, but, worst of all, they allow thorn bushes to remove your face. The old style stationary window protects your face, and deflects the thorns over your shoulder. In thorny Kenya, that is a significant 'saving of face'.

About 40 kms outside the boundary for Masai Mara we began to see wildlife. Giraffe, opi, hartebeest, Thomson's and Grant's gazelles, zebra, wildebeest, impala, jackals, and more. Hundreds of them. As the light began to get that late afternoon glow, storm clouds built up on the edge of the plain. We went crazy making pictures of this marvellous collage of light, clouds and animals. Then it began to rain.

The rain built up in intensity. It drummed on the Land Rover, and for a moment changed to the clang of hail. We had not encountered such a storm since living in Paraguay.

The track quickly became a muddy creek. The wind picked up, and the ill-fitting doors, plus the traditional roof leaks, allowed the rain to soak us. But, except for the cold (no heater) and wet, the Land



△ Truck in the Masai Mara National Reserve

▽ Road from Naivasha to Narok



Rover was superior. For over two hours the vehicle carried us with tenacious ability and stability through a rain and wind driven landscape roaring with rivers and treacherous with mud.

The hundreds of wild animals disappeared into the wind swept wilds, until a herd of well over 200 cape buffalo was encountered. They were not pleased to see us so close, and our adrenaline flowed freely while we checked each other out. Upon our arrival at a lodge in Masai Mara, the manager showed surprise that we had made it in during the storm.

The two days spent in Masai Mara were filled with lions, buffalo, elephants, antelope and mud. Lots of axle deep mud. The heavy rains made the park water logged, the tracks evolved into deep trenches with high center ridges. Only the more serious 4x4s were getting around 16" tyres. All the cute, play 4x4s, much in evidence in Nairobi, were nowhere to be seen. Our Land Rover did well, especially considering it's highway tyres. Most of the other vehicles in the park during this time were from the lodges in the reserve. All were either Land Rovers or Land Cruisers. Their drivers were very competent.

Although our first night at Masai Mara

was spent at a luxury lodge, the next night found us camped by the Muksiara Gate. Lions, so relaxed during the day, induced thoughts of sleeping in the car that night, with their roars and grunts. Many people have told us how safe tents are, but just try sleeping in a backpacking tent that has half its roof made of mosquito netting, when lions are about!

Just outside Masai Mara, we found a lion and lioness by a termite hill. Wanting to make a photograph with the termite hill, lions, and Land Rover, I got out and composed the photo, and nearly smashed the camera on the door frame, rushing back when the lion lunged and growled.

JoAnn was driving back from Masai Mara when the Land Rover came to a sudden, lurching halt. A quick look showed that the left hand rear spring to axle casing U-bolts had failed, dropping the body onto the tyre. One U-bolt obviously had been missing a nut, and the second one sheared when the load on it became too great. The Land Rover was moving within the hour, after two U-bolts were found in the spares box.

Of interest, while looking at the rear axle, was the right hand rear brake line hanging by a strip of rubber, completely free from



△ Mechanics at Kitchen Auto Garage, Narok
 ▽ Stuck on the way to Shaba National Reserve



both the wheel brake cylinder and the brake line 'T' on the axle casing. No brake fluid was visible at the ripped line, making me suspect somebody had played with this before. Since the brakes had always been marginal, that should have explained the poor braking. At the next stop, in Narok, at the Kitchen Auto Garage, the mechanics brazed up another brake line and bled the rear brakes. The brakes were better. The marginal brakes and loose steering kept our top speed to 80kph.

The next stop was back in Nairobi to buy more provisions. This put us on the worse road we drove on in Kenya, marked on the map as a primary 'trunk' tarmac road. As the road from Narok to Nairobi winds its way up the Rift Valley escarpment, it becomes severely damaged. Every few meters, the tarmac is broken, and a deep dusty hole formed. There were thousands of holes. Traffic weaved among these areas like drunks, often driving way off past the road's shoulders to escape the frame twisting holes. First gear became the standard, and this on one of Kenya's finest roads. A track in the bush is preferable.

After re-stocking in Nairobi, the Land Rover was pointed north, skirting to the east of Mount Kenya, passing brilliant

green tea estates, and thumping over the interminable speed bumps which plague the towns along the way. Vibrant colours were everywhere. Stunning flowers glowed from trees and bushes. Finally the terrain started dropping, and then hot, brown Isiolo came into view.

Isiolo. Gateway to adventure in Northern Kenya. A name that conjures up in my mind thoughts of last frontiers, a remote outpost to wildlife and bandits. Dust, danger, and excitement. The sense of the exotic was heightened by the proud and regal Somalis crowding around to hawk everything from bananas to swords.

And the Land Rovers, my goodness — everywhere. One out of every two vehicles was a Land Rover. From the new police 110 at the petrol station (still with plastic on the upholstery) to a decrepit Series 1 smoking by. Most however, were 109 pick-ups, Series 2A or 3. I hereby declare Isiolo as the Land Rover Capital of the World!

This sense of the exotic was humbled when a Master Card paid for the petrol. But it returned when we had to sign in at a police check point. Was this for our safety? Would these police come searching for us, say, after a week? They certainly were unable to help us after our blunder on B9.

B9 is a rough dirt road leading to Wajir, a right turn just after the police check point. About 8 kms from town the Land Rover became completely bogged down in a large mud hole (a bad route was used). Two hours later, with lost of local help, we were out and on the way. The mushy sound of mud hitting the wheel wells is always so welcome, if forward progress is being made.

The mud hole mistake had pushed us well into late afternoon, and we also had run again into the infuriating problem of unmarked roads. We were looking for the turn off to the south gate of Shaba National Reserve. After travelling well past a possible track, we turned back to it, and followed it north in the hopes of finding Shaba. The countryside was fabulous, with the pastel colours of a fading sunset casting a soft light on nearby hills, and grassy savannah dotted with thorn trees and tall termite hills. This is classic, wild, Africa. But as the kilometers passed, we became worried that we were hurrying into the African night, lost.

Just as we were about to declare ourselves lost, and camp for the night, the south Shaba gate came into view. We were in luck too, as the Joy Adamson camp site was available. Although the wardens suggested taking two guards, we proceeded without them, and found our way by the headlights. Camp was quickly set up under a large thorn tree, and a welcoming fire started. Although uneasy, I tried not to let JoAnn be infected by my thoughts of all those semi-tame 'Adamson lions' romping back to camp to greet us.

In the morning we could see what a marvellous site Joy Adamson had chosen for her work. Large, shady thorn trees on a slight rise within 50 meters of a marshy spring. A large herd of oryx, as well as ostriches and various gazelles were down at the spring while we prepared breakfast. There were large mounds indicating the past presence of elephants. We sat in the canvas safari chairs sipping tea and marvelling at the background of animals and marsh. We fully intended to camp there for a second day, but just as the early afternoon siesta time overcame camp, a battered Land Cruiser with three Somalis drove up within 10 meters of our camp.

The Somalis had the whole game reserve in which to park, and they chose our camp site? JoAnn and I were puzzled, angry and afraid. The murder of George Adamson by Somali bandits in Kora National Park came to mind. JoAnn jumped behind the wheel, I haphazardly threw the camp into the back of the Land Rover, and hurriedly we left. The warden at the gate said he knew who the Somalis were (they supposedly had cattle at the edge of the park). The mood of the camp was broken, so we left Shaba and drove to nearby Buffalo Springs National Reserve.

Zeff had specifically mentioned the swimming hole at the spring in Buffalo Springs. We gladly paid the slightly extra fee for the special campsite that the warden mentioned was near by the spring. We

had a marvellous time swimming, and even did our laundry (a bucket was used, and the dirty water was thrown away from the pool). Baboons supervised from about 20 meters away. My attempt at skinny dipping ended when a full tourist van pulled up.

The next day was spent game driving, with an accent on elephants. Lots of elephants. We were unsure of how close to get, and occasionally irritated them. They would sing those huge ears out, lift their trunks, and sway on their front fees. Even we had enough sense not to get between a mother and her baby.

About an hour later, the engine just completely died. No missing or surging, just immediate silence. A quick pump with the handle of the fuel pump gave no fuel, indicating vapour lock. However, vapor lock is accompanied by initial surging, so I continued troubleshooting. The hand crank had to be used, as the starter would not crank. There was no spark, and the distributor cap and spark plug wires were changed out with used items in the spares box. Again, the Land Rover was on the road in a short time. Although barbaric, that old style ignition is mighty nice to have out in the bush, backed up by a hand crank, of course.

Once the 109 was up and running, we headed back to the swimming hole, where we met a most interesting French family. They were the Frucharts, Jean Philippe and Claire, with their three children, plus their camper Land Rover. The vehicle was a monster, with a tall, long, white RV type camper body grafted onto a yellow 78 Series 3 109 chassis. Inside they had everything they needed, and the vehicle was in excellent condition. But it had a standard 4 cylinder petrol engine, and even now I marvel at how slow that camper must have been on the highway, not to mention the fuel consumption.

When they pulled away, it was apparent that low range was needed to get around the park. The Frucharts were delightful to be around, and we were sorry when their Land Rover growled away, heading for a campsite in neighbouring Samburu.

The ranger was at the spring, and he guided me to the official special campsite, which was about 1 kilometer away, and about 200 meters from where we saw three lions. The site is next to the river (which divides Buffalo Springs and Samburu), and clear water from the spring flows by within 10 meters. But what made the site unusual was the absolutely massive tree which shades it. The Land Rover looked like a miniature toy under it. Camp was eagerly set up, and I was looking forward to a relaxed evening, only slightly uneasy, due to the close lions. The sun began to set, and that's when the baboons came home.

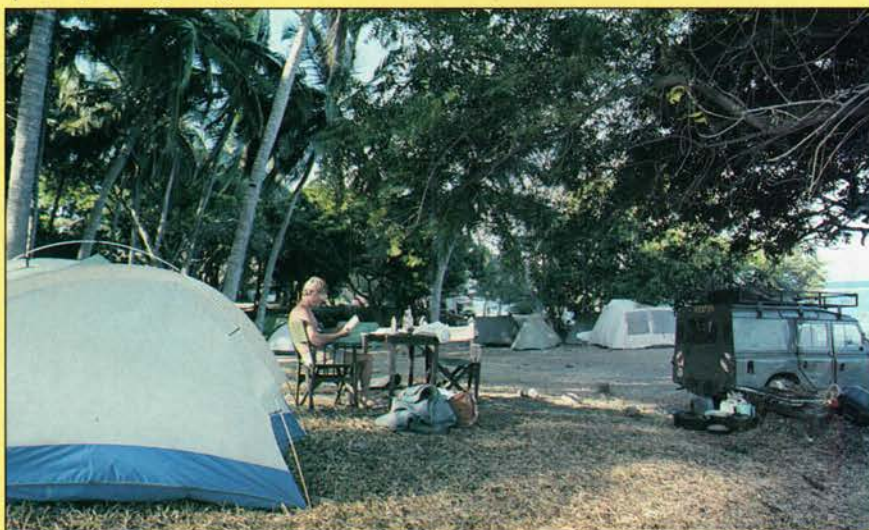
Almost a 100 baboons came trooping down to our campside. So that explained all the manure under the tree – it must be their official home.

At breakfast the next morning, they settled around the outskirts of the camp to watch. No doubt they were waiting for



△ At Joy Adamson's campsite – Shaba National Reserve

▽ Camp at Twiga Lodge



something to run off with. Baboons are notorious for raiding camps, and many a camper has had something stolen while his back was turned. An empty camp is an open invitation to pillage and destruction.

The next stop was back to Isiolo, for refuelling for the drive back to Nairobi. While checking the engine oil, the attendant pointed out a broken motor mount. Within five minutes I had a new mount in my hands. The BP petrol station has an extensive parts supply for Land Rovers. The manager was proud to point out that he carried most commonly needed parts (you should have seen the stack of half shafts). Within an hour the vehicle was on its way, with our trip money still intact, as the mount had only cost US \$6, and the attendant installed it for \$4. As was pointed out before, there are more Land Rovers in Isiolo than anywhere else, and they know how to repair them.

We re-supplied in Nairobi, and then headed to Mombasa. After surviving the long drive, we had to take the Likoni ferry to reach the beach area south of the city. The ferry is busy, and Mombasa is hot. As the Land Rover waited in the long line to the toll booth, the water temperature climbed. There was no choice, the engine

was shut off. The 109 was able to coast down to the booth, where a speed bump stopped it. A ticket was purchased (with a picture of a Land Rover on it), and then the starter just groaned. JoAnn jumped out and pushed us away.

I began to dislike the ferry after that. Everytime the Land Rover went back to Mombasa, overheating, vapour lock, and starting were issues of concern. The ferry was always jam packed with vehicles nose to tail, with hundreds of people on foot, filling the spaces between the cars. Invariably the engine had to be shut off, and then we would wait, hand crank at the ready. But fate had fun with us one day, for we were on the ferry, faces sweaty from the heat and nervous tension, when a man pointed to a rear tyre quickly going flat!

Our destination was Twiga Lodge on Tiwi Beach, in theory about 22kms south from the ferry. In the deepening dusk we searched for the Twiga Lodge turn off. Needless to say, the sign so visible by day is difficult to find at night.

Twiga Lodge has become unkempt over the years. The bungalows are looking run down, the driveway to the camping area is littered with trash, and the bathroom areas are a dive. The place reminds one of the



△ Elephants

▽ Replacing a broken U-bolt



60s: long hair, ripped jeans, odd smoke, laid back.

There is no mistaking this place for anything but a favoured hangout for overlanders. In addition to overlanders, it is the beach and reef that makes Twiga special. The sand is white, and about 100 meters out there is a protective reef. When the tide is in, you have no idea about the reef. But when the tide is out, there is a marvellous shallow area between the beach and reef which begs to be wandered and explored. After five days there, we had to start back to Nairobi. We survived one final trip on the ferry, re-fuelled in Mombasa, and headed north. Although not far up the road, the next stop for fuel was Voi. Voi might be declared the back-up Land Rover Capital of the World. Lots of the British mark around, but my favourite was a Series 1 at the market. Just as well they understand Land Rovers there – a push was needed to get our beast going.

From Voi it was decided to stop one last time in a game park, Tsavo West, and break up the drive to Nairobi into two easy days. The first thing we learned about Tsavo West was that wildlife was scarce. Secondly, our map was totally irrelevant. Roads were everywhere, but not on the

map. The intersections did indeed have markers, but with no consistency.

In addition to the poor park maps, when available, and inadequate signs, a general shabbiness was noted in all the game parks. buildings at park gates had broken windows, and faded paint. The ranger's house at the campsite in Tsavo had no lights. the camp sites at Shaba and Buffalo Springs were strewn with garbage. Part of this reflects the package tour mentality, with the tourist vans and driver/guide, but the shabbiness does not fit with the wealth that the tourists bring. Kenya, you can do better.

Our last camp was near the Mtito Andei gate in Tsavo West. A herd of Grant's gazelles was chased off to make room for the tent. At sunset two weary rangers carrying FN automatic weapons walked into the camp. They said they lived in the building at the edge of the camp ground. Good, I thought, lion guard detail. However, they pulled over several large pieces of wood, and started a large fire. Then they settled down like they were staying. I don't know about you, but sharing a camp with two characters toting FNs is not my idea of a good time. Did they want to share our dinner, and tent too? With all the diplomacy I

could muster, I stated that we did not need guards. Reluctantly, they finally left for their quarters. later I took over a large sack of food to show our appreciation for the tough work they do, especially with the poachers.

After the escort had left, we revelled in that large fire. Talk flowed easy, and the irritations of the day dissolved. I almost became melancholy, for my dream trip was almost over. A wide range of topics was discussed: when would Mombasa replace the ferry with a bridge, Land Rovers, lions and elephants, work, comforts back home, and the driving conditions.

Driving in Kenya can be extremely frustrating. Maps are wildly inaccurate. Roads are rarely marked. In fact, even major roads may not be marked at intersections. Traffic moves aggressively in the larger cities. Kenya is famous for its speeding, accident prone 'matatus', over crowded passenger vans or pickup trucks. The highway A109 to Mombasa must be one of the more lethal stretches in the country. It is narrow, filled with a mis-matched mix of fast sedans and slow trucks, all weaving around pot holes. Wrecks abound, and we passed one that was still smoking.

High standards for personal safety must also be exercised in Kenya. Nairobi hotels leave cards on the table warning you not to walk at night. Several tourist brochures warned about stopping on the Mombasa highway. The main road fronting the nice hotels on Diani Beach, south of Mombasa, is patrolled by armed police. This indicates just how obvious, vulnerable and wealthy a tourist looks to a robber with a machete.

Renting a friend's Land Rover had both good and bad points. The bad aspect is that you may be using a vehicle in less than pristine condition. We were aware of the rough condition of the Land Rover before leaving. Zeff had warned us about the tired engine and the gearbox that popped out of first gear, and the battery.

The short test drive showed more defects, and others came up later. Being a Land Rover aficionado, and a mechanic, I was confident about being able to handle most problems. The good aspect was that we saved lots of money compared to normal leasing. Additionally, there was the joy and agony of keeping the veteran Land Rover on the safari. To me, this was a plus, part of the adventure. A safari planned and completed by ourselves, with a few surprises provided by the Land Rover.

We were independent, camping at night, stopping to watch animals or scenes when we wanted to, while the people in the smokey travel agency cars returned to their lodges in the evening. Although we were lost often, and watched with envy as the tourist laden cars zipped around with a driver who knew where he was, we would not have traded places.

We had a Land Rover. It had added to the trip, made it more unique and valuable. The afternoon spent taking us through that storm in Masai Mara will always come to mind.

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△ The author's 88 inch dips its rear wheels into the Atlantic at Halifax Harbour. At the end of the trip they dipped the front wheels into the Pacific

Trans-Canada '92

IF YOU ever get a chance to do a trip like this, do it. Most of us don't have many opportunities to undertake a trip of this magnitude, all in absolutely beautiful country. And the natives are friendly too.

For those readers of LRO who reside in the UK and Europe, this trip is a terrific bargain. From talking to people who shipped their Rovers over for the tour, shipping into Halifax, Nova Scotia is reasonable and trouble free. Also the port of Halifax is relatively crime free. This means that you can expect to find your Rover in the same condition that you left it, not stripped of everything of value.

The Trans-Canada Alaska Tour had been planned for several years, and was well publicised among Land Rover enthusiasts both in the US and Canada. Unfortunately, the greatest concentrations of Rovers are in the Northeast US. I say unfortunate because this area has been in the throes of serious recession for several years. This downturn contributed in some ways to the small turnout for the tour. According to Ron Mowry, the trip coordinator, several people who signed up for the trip were forced to cancel due to economic reasons.

All of this aside, a small but determined group assembled in Halifax, Nova Scotia on July 3rd, 1992 to begin this transcontinental quest: Halifax to Anchorage Alaska in a Rover.

If this trip had one constant, it had to be the rain. It rained! Boy, did it rain. It rained in parts of Canada that are so dry that cactus grow in place of trees. Everywhere we went, we heard the same thing, this was the coldest, wettest, worst summer that anyone could remember. The locals blamed the El Nino in the Pacific, ash from Mt. Pinatubo in the Phillipines, but no matter what, it rained. The Rovers loved it, the campers hated it.

We started from Halifax with six "thru trippers" intending to travel all the way coast to coast, along with two more going to New Brunswick and Ontario. We also were told that we were going to have others joining and leaving the trip at intervals.

The "thru trippers" were a very nicely restored Series IIA belonging to Walter Janney from Vermont. Walter was camping in a nice little camper trailer (caravan). Sandy and Jeff Guyer in their 1985 Range Rover, also pulling a camper trailer. Ron Mowry and his two children Bryanna and Morgan, delivering a Range Rover to Alaska, also with a camper. A Series IIA ex-military (Dutch) owned by our "free spirit" Rene Boekel from Holland. Jaakka and Helena Polyantuli from Finland along with their friends Raimo and Kaya Toivonen from Sweden sharing a Series IIA 109 diesel. And the Person's with our beloved "Mississippi Queen" a Series IIA.

Going part way were John Cranfield in his Series III "Muddy", and his sister Jennie who was riding with her son David in her Series III "Geraldine".

We dipped our rear wheels in Halifax harbour and set out on the trip across. The first few days were uneventful with everyone preoccupied with getting all the "bugs" out at this stage of the trip.

One of the over-riding factors at this point was the wealth of knowledgeable Rover people and spares that could be called upon in the East. Not so true once we got into the far reaches of the trip, up in the Yukon and Alaska. Also we were worried that the small numbers of vehicles, decreased the pool of spare parts that could be carried. Also a breakdown in planning in the final stages resulted in many people carrying the same parts. Luckily most of the spares were never needed.

Very soon into the trip, we realised that it was going to be a "sampler". Very nice to get an overview of the country, but not enough time to see it in detail. We were on a very tight schedule, dictated by the sheer distance coast to coast and the fact that we were going to be travelling in vehicles not exactly suited to rapid, long distance travel, and the desire to keep the travel times to five or six hours per day.

As the tour progressed across the



◁ René Boekel tries out the Toronto Land Rover Club's off road course near Picton, Ontario

Tom Tollifson's Rover, bonnet deep in Lake Ontario. Did he misjudge the depth or was this a planned stunt to show how tough his Rover really is? About twenty minutes after being towed out of the lake, Tom had the

▽ 109 going again



◁ John Cranfield sends up a tremendous "bow wave" as he passes Tom Tollifson. Most of Tom's passengers got a good soaking from this "game"



Heading for the mountains travelling in solitude on a beautiful stretch of the Trans-Canada in British Columbia. It doesn't get any better than this ▷

country, we had some very interesting experiences. We were hosted by various Land Rover Clubs and individual owners, all across Canada. The one constant in this trip, despite the many and varied backgrounds of the participants, was everyone's love for Land Rovers.

As you can guess, all of us here in North America are like the proverbial "kid in the candy store" when it comes to Rovers. In the UK and Europe, should one want a Rover of any age or configuration, it is a fairly simple matter, provided one has the funds, to procure one.

Not so over here. Nothing importable newer than 1967, and a diminishing pool of domestic vehicles, none since 1974. We all love Rovers, almost to a man we craved, lusted after and otherwise talked endlessly about owning a new Defender or Disco. We spent hours and hours around campfires, discussing the attributes of our Rovers with our new Canadian friends.

These guys however don't just sit around and talk about how good their Rovers are, they take 'em out and show you what they can do. I was impressed. They don't treat their Rovers like a restored classic, careful less you scratch the finish, they get them wet, they get them dirty, they get them stuck, they drown them, then they drive them home.

All of our adventures weren't confined

to off-road however. Jeff and Sandy Guyer broke a throttle cable on their Range Rover. Problem was it happened on the busiest thruway in Montreal. Jeff set out flares and he swears the Montreal drivers were using them as a slalom course. He jury-rigged the choke cable and managed to get off the thruway.

Jeff soon found that reliable repairs on the cable were not possible, and a new cable for that model was not available in Montreal. After meeting the rest of the group, Jeff decided that he could drive to Ottawa using the choke as a throttle, hoping that the Ottawa Club could assist in repairing the cable.

From Montreal we moved on to Ottawa, the capital city of Canada where we were hosted by the Ottawa Valley Land Rover Club. They were great hosts giving us a tour of the city in two open air Series II 109's. They also had a mechanic and a club shop available to sort out any little problems.

Alas, no Range Rover throttle cables were available here either. Faced with this dilemma, Jeff and Rene decided to drive to Rovers North in Westford Vermont for a new cable. About a three hour trip, each way. They drove down to Vermont, picked up the cable, and returned in the wee hours of the morning. After a few hours sleep while the rest of us were out seeing the city, they replaced the broken cable,

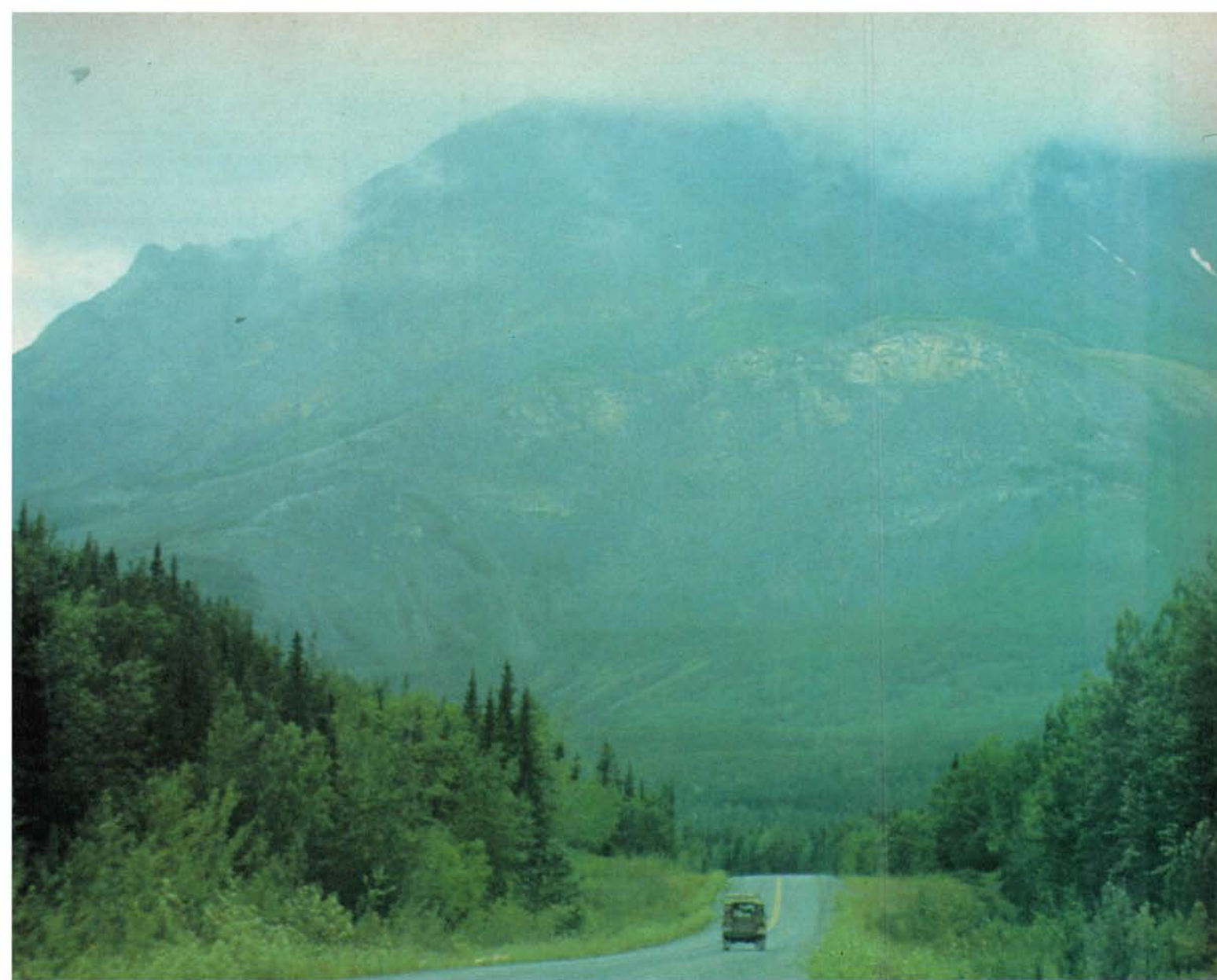
reconnected the choke and were ready to travel.

From Ottawa we drove to Picton Ontario, where we met the Toronto Club members. What a crazy bunch. They had some novel events planned for our two days with them.

Several of the Toronto Club members are expatriate "Brits" with years of Land Rover ownership. The Toronto Land Rover Club hosted a day of off-roading at their course near Picton, Ontario, on the shores of Lake Ontario. They did things with their Rovers that would have put our domestic and Japanese 4WD vehicles to shame. No "monster mudders", no 8 inch lift kits, just plain vanilla Land Rovers that do their job, then get you home.

The most impressive demonstration of the Rover's toughness and reliability was Tom Tollifson grossly misjudging the depth of the lake, suddenly finding water pouring over the bonnet. Luckily he shut down the engine before any damage was done. We winched him out, dried out the plugs and distributor, blew the water out the cylinders and fired up the engine. He drove it several hundred more kilometers with nothing else done to it.

We left Picton in a convoy of thirteen Rovers, our next destination Manatoulin Island, where the Toronto Club was to show us their sand dune and beach course. We crossed to Manatoulin Island



on the ferry after waiting for several hours. We arrived on the island very late and very tired.

Next morning the Toronto group took us dune riding. The dunes were steep and soft, but not much of a challenge to the Rovers. Also I was a bit concerned about the use of sand dunes for off-roading. Sand dunes are part of a very fragile ecosystem, and if we are going to do more than pay lip service to our "tread lightly" motto, we should avoid off-roading in areas where we may do harm.

After an hour or so of this, we decided that we needed to head west. Sadly, we had to say goodbye to our friend from Nova Scotia, John Cranfield. I really hated to see John go as he was a wizard with Rovers, he can fix anything.

Our trip proceeded uneventfully for several days, lots of driving, beautiful scenery through Lake Superior country, a few nice days, some rain, and the Rovers humming along. We were on schedule and outside of some generalised griping about the schedule, rain, etc, we were getting along just fine.

Our first rest day was at Thunder Bay, Ontario. What a relief. We needed to service our Rovers, do laundry, plus everyone was really tired and frazzled. Our host from Thunder Bay had other ideas however. He had a full day's activity planned for us,

including an interview with the local radio and newspaper. We grumbled a little but thoroughly enjoyed the day's activity. What a relief not to have to get in the Rover for a day.

After Thunder Bay, we were on our way across the prairie, headed west. Lots of people had warned us that the prairie would represent days of monotonous, sheer boredom. Not so. Some of the most beautiful expanses of farmland that I have ever seen. I'm a country boy at heart so I may be just a bit prejudiced. We stopped several times to photograph Pronghorn Antelope near the side of the road.

Our next scheduled stop was Swift Current Saskatchewan. We were getting into "cowboy" country. We were met outside of Swift Current by a local Land Rover owner, who was our contact person. As we were nearing town, we got an S.O.S. from Jakka. As he was driving down the highway, his exhaust parted about eight inches below the manifold. He limped in dragging his entire exhaust system. We wired it up and Jeff Guyer patched the joint with a diet coke can and two hose clamps.

To make matters worse, as Jakka was driving out of a service station he broke a rear axle. He had a set of spare axles and with the wonderful help of Jim, our host, they soon had a new axle in place. They got the exhaust repaired, and we were soon on

our way.

Sundrie Alberta, outside of Calgary was the next stop. I was having some serious starter problems, either a bad starter drive or armature, so I got Ron Mowry to phone ahead and have our contact there try and find me a starter. Iver Wilde, our contact told him that he would make arrangements to get me a rebuilt starter by the time we got to his place.

We were nearing the mountains and everyone was excited. Cheryl, Walter Janney and I arrived in Sundrie early in the afternoon, as we had opted to skip the side trip to a dinosaur museum. After arriving at the Wilde's we were introduced to two very charming and interesting young Englishmen, David Newell and Johnny Bergius.

David was driving a two year old Ken Slavin prepared 110 Turbo diesel. He has been touring for two years and had been all through Africa. His Rover was the prototypical expedition vehicle, roof rack with tent, sand ladders, plenty of fuel capacity, and built in lockers for everything. What a way to travel.

His travelling companion Johnny was only on this leg of the trip for several weeks and was to fly back to London from Anchorage. They were planning to travel with us for several days then press on, turning north in Fairbanks to the Dalton Highway. Their objective was to go up the Dal-



◁ Jaakka Polyantuli has the diesel up on blocks, as they change the broken rear axle. As was usually the case, anytime a vehicle was being worked on, lots of "mechanics" gathered to give advice. The impromptu garage was at the rodeo grounds in Swift Current, Saskatchewan

Author and Cheryl Person's Series IIA along with Walter Janney's Series IIA and trailer parked at the international border separating

▽ Canada and Alaska



ton to Prudhoe Bay which is as far north as it is possible to drive (about 200 miles above the Arctic Circle).

David has been doing some very good work in third world countries for the Mother Theresa organisation. He is doing a world of good with his public relations work. No one would soon forget these two fine gentlemen, or what they are trying to accomplish. It's one thing to take several years off to see the world for one's own selfish motives, quite another to see the world but at the same time spend time working with disadvantaged people who's fate is beyond their control.

While waiting for the rest of our group, we looked over several ex-military Land Rovers that Iver purchased at auction. He told us that both the British and Canadian armed forces had tested vehicles in Alberta. He had several nice 109's as well as some lightweights. From the conversation, Walter was going to have one of those lightweights back in Vermont as soon as he could arrange it.

I got the bad news that I would have to drive into Calgary to pick up my starter. Cheryl and I, along with Walter, decided to leave for Calgary early the next morning, pick up the starter and meet the group at the Banff tourist information centre.

After an early breakfast and goodbyes to the Wilde's, it was off to Rocky Mountain

Rovers for the starter. We found the shop with little difficulty, got the starter and headed west. We met the group at the info centre, and found that the Mowry's were not with the group.

The others in the group said that Ron wasn't ready to leave when they were, and he said that he had to go into Calgary on business, but would meet all of us at the Tourist info centre. After waiting for about an hour, we decided to go on into Banff for food and fuel.

We were parked in Banff Village when a Royal Canadian Mounted Policeman came up and inquired if we were the Land Rover group. He informed us that Ron Mowry had been involved in an auto accident in Calgary, and that everyone was in hospital. We telephoned the hospital and found that all except Bryanna were admitted and that they would be in for several days.

We contacted Iver Wilde, and he and his wife agreed to drive down and pick up Bryanna. Ron had a broken shoulder and bumps, cuts, and bruises. Morgan and Javier, a friend from France, both had broken bones. The boys were very lucky as they were thrown from the Rover when it overturned. We decided that we should stay nearby for another day and see what transpired. We found out the next day that Ron's wife was to fly out to pick up the chil-

dren.

Because of the injuries and the fact that the vehicle was destroyed, Ron was unable to continue. After determining that everyone was going to be OK, and that the families were taking over, we decided to continue.

We travelled through some of the most beautiful scenery in Canada for the next couple of days. Banff and Jasper National Parks are absolutely beautiful, spotlessly clean and very well maintained.

After we got out of the parks however, the scenery rapidly deteriorated. Much of northern British Columbia is cut-over timberland and the traveller passes through miles and miles of less than pristine landscape. Our only excitement was when our young Dutch friend decided to explore one of these steep cut-over hillsides. He promptly got stuck between tree stumps and rocks.

After a call for help on the CB, Cheryl and I were elected to go back and help. With some rock moving and manoeuvring we got him back on the road. He was strongly urged (not our exact words) to stay with the group or at least let us know when he planned to go off on one of his little "adventures".

We didn't do much off-roading per se but as anyone who has travelled the western Trans-Canada and Alcan can attest, you



△ David Newell's expedition equipped turbo-diesel 110 enjoying the early morning sunshine at Iver Wilde's place in Sundrie, Alberta



Walter Janney dips his front wheels in the Pacific ocean, marking the end of the month long journey across the continent from the Atlantic to the Pacific

are really off-roading on a road(?). Although the Alcan has been constantly improved, especially for the 50th anniversary (1942-1992), much of the road is still very rough with stretches of gravel, pot-holes, and frost heaves. The road is rough enough that on some stretches we could only average 35-40mph.

At the city of Dawson Creek, British Columbia we took a group photo in front of the Alcan Highway Mile "O" sign. Everyone was very excited at this point, we were seeing beautiful country and lots of wildlife. Also we realised that we were really into the part of the trip that everyone was looking forward to.

Fatigue was beginning to creep in however. We had been rolling on at a very steady pace for several weeks, and the constant strain of making and breaking camp every day was beginning to tell. Rain just about every other day, wasn't helping our morale either.

The down side of this part of the trip was the great distances that had to be covered each day. When you travel 350 to 400km per day, on rough mountainous roads; at the end of the day, you know that you've been travelling.

After a meeting of all the participants, we decided to forgo a planned trip up the Top Of The World Highway from Whitehorse, Yukon to Dawson City, Yukon to Tetlin

Junction, Alaska. We found that about 160 miles of the road was very rough gravel. Several travellers coming down the Alcan told us the road was terrible. Although we knew the Rovers would really be in their element, we could pick up two days by staying on the Alcan.

After Dawson Creek, we pressed on with hardly a problem, headed towards Alaska and the end of the trip. We stopped briefly in Whitehorse Yukon for some sightseeing then headed to Kluane Lake National Park. Beautiful, with the Cassiar Range on our left, the largest non-polar ice field in the Americas much in evidence, Turquoise Blue Kluane Lake on our right. As a bonus the chance to see moose, caribou, or mountain sheep at every turn of the road.

We made a brief stop at Canadian customs so that I could find out exactly what I needed to get my Rover back through Canada, as I had someone else driving it back to Mississippi. It took us about thirty seconds to clear US customs, and we were finally back on US soil. Gasoline measured in gallons, distances measured in miles, and US currency. As much as we love Canada, and we truly do, it's good to be "home". After everyone cleared customs, we drove on to Fairbanks, with a brief stop in North Pole Alaska complete with old St. Nick and his reindeer (caribou I suspect).

Fairbanks for one day then we turned

south towards Denali, we arrived in Denali and went to the Visitor centre where we signed up for a shuttle bus trip. We spent three wonderful days in Denali. As a nature photographer, I was in heaven.

We left Denali knowing that the next day was to be the last of the trip. We were staying with relatives in Anchorage, so we were looking forward to real beds, hot showers and a place to sit and talk with a real roof over our heads.

At 3pm August 3rd, the entire group of five vehicles and all the participants met at Cook Inlet, dipped our front wheels in the Pacific, lined the vehicles up for our final group photograph and made sure that everyone had everyone else's addresses. We said our tearful goodbyes, and Trans-Canada Alaska Tour '92 was officially over.

Outside of the serious accident suffered by Ron Mowry and his family, the trip was amazingly trouble free. One starter, one rear axle, exhaust repairs, and a throttle cable, and not one flat tyre. We had at least five vehicles at all times and as many as thirteen. Most of the time we had seven or eight.

Would I do it again? Probably not in this format. It's sort of like climbing a difficult mountain, once you've done it, to repeat is anti-climactic. I will certainly do this trip again, I'll just do it in parts.



△ Pre-production Land Rovers R29 and R11

A history of the

THE ORIGINS of clubs formed for the benefit of the owners and enthusiasts of the Land-Rover as told by Tony Hutchings, founder of the Land-Rover Register 1947-1951 and past chairman of the Association of Rover Clubs.

MY INTEREST in prototype vehicles came about in a most strange fashion in 1971. I had owned a new Series II 88inch Land Rover since the mid-60's and had ordered a long wheelbase Station Wagon in 1970. I was put out to be informed the following year that my new vehicle would be delivered as a Series III, the trim being described to me as being "more like a car". I made it quite clear to my local dealer it was to be a Series II or nothing. Weeks later I was very pleased to receive the news that my white Series II would be delivered, albeit with a six cylinder engine rather than the more economical four.

The new vehicle turned out to be everything I had hoped and my three growing children, along with the odd dog and mother-in-law could easily be accommodated on the various towing trips carried out in connection with my interest in, and ownership of a number of vintage cars.

It became necessary soon after, the second service I believe, to order a new windscreen wiper blade. I phoned the spares department of my dealer only to be telephoned back later in the day with a request for the chassis number. Querying this I was told that various different suppliers were

providing the wiper motors for Land Rover. On inspection of the registration document I found that COU 99K was a Series III chassis carrying a Series II body.

I knew from my Austin 7 connections that after 1934, on the introduction of the sloping front Ruby, all the chromium upright radiators were used up for years afterwards on the vans. I was more than pleased to discover that I had the stronger Salisbury rear axle and other benefits of the Series III.

This experience kindled my interest in the Marque as a whole and I set about collecting all the literature I could on Land Rovers. These were the early days of auto-jumbles, so the local fete book stall or charity table were all combed for catalogues manuals and handbooks.

There were no books at all specifically on Land-Rovers except the before mentioned technical publications. Whilst the topic of Land-Rovers formed a chapter in *Rover Memories* (1966) and *The Rover* (1967), Graham Robsen's *Land-Rover - Workhorse of the World* was still to be published in 1976. This was four years after my first research into the marque and the same year as my newsletters had been first compiled and three Series I vehicles restored.

My local distributor of Rover products kept me up to date with all current Series II brochures and they even unearthed some late Series One material. Eventually I was to inherit their very early glass neon illumi-

nated Land-Rover sign which for many years graced my dining room and on occasion the Club stand.

With the completion of my first rebuild, pre-production R.29 (JRW 67) in 1976, the interest shown at various vintage car shows at which it was displayed, in addition to the Rover Owners Association Rally, was very rewarding. Few Concours de Elegance had ever included a Land-Rover before. Often my vehicle would be included in the commercial section, but at both the Rover Company's Gala Day and the Donington Leyland Day, Land-Rovers (two of us) were competing against the Rover P3 cars - the Land-Rovers won each time.

The Rover Company trading at this time as Rover Triumph then subsequently British Leyland, issued with each Rover product sold a free membership to their Rovers Owners Association. In addition to a membership card, regular newsletters were issued informing new owners of factory events and social gatherings which included a 'national' meet each year.

Around the country various individuals met on a regular basis, monthly 'noggin and natter' in regional pubs. From these meetings came into existence the Scottish and Southern Clubs, both in the mid 50's. The next decade saw the emergence of Pennine and the Staffs & Shrops followed by Midland and Anglian Clubs before the end of the 60's.

1971 saw a blooming of these multi-vehi-



Joint display by the Land Rover Register and the Series One Club at the 1980 National Rally

△ The Land-Rover Register 1947-51 stand at the 1982 Classic Car Show in Brighton



Land Rover clubs

cluded clubs, many already catering only for Land-Rovers, some any 4x4 vehicles whether Rover or not. This decade produced Breckland, Lancs & Cheshire, North East, and Yorkshire.

At this time not one of the above mentioned clubs considered keeping any of their vehicles "as manufactured". The majority of events were off-road in heavily modified 'triallers'. The notion of anyone wanting to keep the older products of the factory "as built" was greeted with amazement.

This then was the environment into which three dedicated owners produced rebuilt Series One Land-Rovers, and for three very different reasons. Brian Carvey with EDP 999 (1950) which he had owned virtually from new and was 'freshening "Bessie" up a bit'; Ian Sparks with LYC 207 (1949) which he had purchased to convert to a trialler but found the vehicle to be in such good original condition that he could not break it, and myself with JRW 67 (1948) with the sole purpose to restore an historical vehicle so that after twenty six years an example could be seriously studied.

By 1978 the Rover Owners Association had been replaced by the Association of Rover Clubs which, whilst still meeting at the Lode Lane factory, was solely run by the independent clubs under the aegis of the Land-Rover company, the Clubs covering all Rover products. The number of clubs making up the Association has varied

from year to year and now numbers about thirty.

Little did I know what the modest little notice left with JRW 67 suggesting the formation of a Land-Rover Register would produce. The single double-sided page of my first newsletter (July 1976) listing just six pre-production vehicles soon grew into a two part issue at newsletter 7 (April 1979) when I wrote "...sees the welcome introduction of a section for owners of early Series One production vehicles, which could well be the basis for a separate Register in time".

Indeed the Series One Club was born that year under the guidance of Andrew Stevens and Andrew Cameron as a separate entity to the Land-Rover Register 1947-51. By the time I stopped editing the newsletters in 1987 there had been 52 issues which covered 650 pages of interesting facts about the early vehicles; with sixteen pre-production Land-Rovers on the Register.

Whilst chairman of the ARC, I encouraged Bill King to start the Range Rover Register as I felt it was important to record the early history of the vehicle whilst the members of the team were still alive. In the case of the LRR 47-51, after only twenty-six years few of the original team were still alive and, of those who were, few remembered the actual events which lead up to the 'birth' of the Land-Rover.

A Series II Club followed in due time and

now, I understand, a Series III Club has begun, I wish them all success. Research is always rewarding and if you can have fun at the same time, it must be doubly rewarding – now then what about a club for Series II bodied Series III's.....

POSTSCRIPT: since penning the above an old Rover Owners Association file has surfaced in my archives.

Previous to the formation of the Rover Owners' Association in c. 1968 there existed, with their head office at the factory, The Land-Rovers Owners' Club from 1955 which consisted of only four clubs: Scottish, Northern, Midland and Southern, which between them averaged some twenty events a year.

The Rover Company was actively encouraging the formation of local clubs, a newsletter statement for 1972 "through the medium of the HQ Club of the ROA which is wholly owned by the Rover Co and of which all ROA members are made honorary members, the Company is in a position to promote events in the UK and to assist in launching new clubs as the occasion arises", and by this date there were fifteen clubs of which only five, however, had the prefix of "Land-Rover".

The ROA newsletters were circulated to 10,000 honorary members and the Annual National Rally was re-numbered in 1978, when the Association of Rover Clubs was formed, with that year's national event being called the "1st ARC National". **TH**

TICK OVER

with John Cornwall

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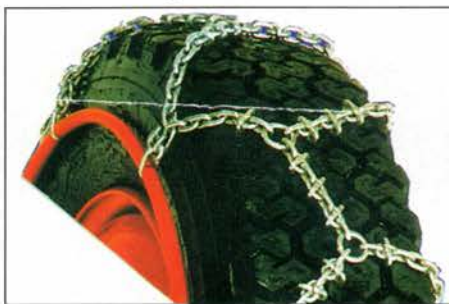
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BOOK UPDATE

Unfortunately, the gremlins seem to have got into Lindsay Porter's LAND-ROVER SERIES I, II & III: GUIDE TO PURCHASE AND DIY RESTORATION published by Haynes. On page 217, picture and caption BSR 18, the book shows a photograph of brake shoes and in the last sentence of the caption states that "The one nearest the camera is the left hand shoe." In fact, they are the other way round and the one nearest the camera is the *right* hand shoe. Those who have purchased copies of the book may wish to amend the contents at this point.

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Since The Town & Country Festival at Stoneleigh in August the Register has organised and attended several smaller, but no less enjoyable events. The follow on rally to Stoneleigh, was held immediately

after it in the beautiful Cotswolds. It was mainly a social, caravanning event, which incorporated a variety of pastimes, including a sightseeing tour of the Cotswolds, a video evening showing off-road videos, a childrens' bike trial, a quiz and a barbeque.

The next weekend saw the usual turn out for Top Farm in Wakefield. As always this is an enjoyable show organised by the Yorkshire Rover Owners Club, with several clubs attending, including ourselves. The event included a Concours competition, a visit by the Military Vehicle Trust on the Sunday, a short off-road driving course and a disco (dance, that is, not vehicle!) on the Saturday night.

Another social even was held the following weekend for the first time. A camping weekend at Holmfirth, West Yorkshire, 'Last of the Summer Wine' country, incorporating a Country and Western Music evening at the local pub. Whilst most of the vents we attend are organised shows, we do lay on our own events, based around Motor Museums, or for Concours or driving skills competitions, and we are still very much a family club, the social side of things being very important. Our local area meetings often are the spark for an event like this one,

open to all members, encouraging everyone throughout the country to get to know each other in a friendly relaxed Range Rover atmosphere!

The Register was approached back in July by Chris Jones from the Series I Club, asking us if we would like to attend a new event in Surrey, at Bagshot Heath on the 27th September. There was to be a ten mile continuous off-road course including an Alpine Area, Cross-Country Course and Obstacle Bowl, plus Trade and Club stands. We were only too pleased to be invited, and eager to support a new venue, particularly in an area where there is not a great number of shows aimed at the four by four fraternity.

The weather was extremely kind, it rained heavily for days beforehand, but the day of the show was warm and sunny, what more could the off-roader want! The Cross-Country course consisted of rough roads including several quite deep water splashes, and quite a sizable woodland area, with winding paths, axle-twisting log runs and mud! The Obstacle Bowl was hollered out of the hillside with steep cambers and sections through the trees

which proved very popular with the less experienced due to their testing nature, and which were thoughtfully laid out with three exits, 'novice', 'harder' and 'risky'. The Alpine Course, whilst the road surface was more hard-packed, still proved to be very interesting, due to the steep descents and climbs, ranging from 1 in 6.2 to 1 in 2.7. All in all a wonderful time was had by all, with a fantastic response, ... it seemed as if there was close on a thousand vehicles there! The only one who voiced any complaint was my four year old son... 'Mummy, I don't like all this water!', 'Don't be silly dear, it's such fun to drive through!' ... what I didn't realise was the water was *inside* his wellingtons!!!

If you are interested in joining the *Range Rover Register*, then contact our Membership Secretary, Victor Jones, or myself, on 081 855 8718, or write to us at 139, Woodbrook Road, Abbey Wood, London SE2 0PB.

**Helen Jones,
Chairman**

Register member Jim
Tyler 'goes for a
paddle' at Bagshot
Heath





TROUBLESOME BUSHES?

Then talk to Bill Clinton! Only joking

The replacement of the chassis suspension bushes is a job most Series One owners will have to tackle at some stage. As usual, no amount of force will remove the old bushes which may have been in place for over 35 years. I have even tried using a Hi-lift jack with top clamp and a 4 ton hydraulic jack – it shifted nothing but bent the top clamp!

Following good advice from Club members, I found the quickest and easiest way to remove them is to cut them out using a hacksaw. Mount the blade upside down with the teeth pointing towards you (see photograph). Alternatively, the inner bush can be removed by burning it out with a blow torch – but be careful – wiring, petrol and brake lines are not far away. I found cutting to be quicker and kinder to neighbours than burning.

The outer bush is best removed by cutting with a 12in hacksaw and finishing with a chisel. (But leave the outer bush in place if you are going to have the chassis galvanised – removing it afterwards, so that the layer of zinc doesn't interfere with the new bushes.) Use 2 hacksaw blades mounted side by side to give a wider cut and keep them parallel to the bush. If you rock them whilst cutting you will damage the chassis. When almost cut through, finish off, using a chisel. Make sure that the surface of the chassis tube is not rough with corrosion, and place the bushes in the freezer overnight.

If you are not worried about the paintwork on your chassis – warm up the chassis suspension tube with a blowlamp, then with everything ready, quickly take the bush from the freezer and using an assortment of long bolts and large 'penny' washers, press the new bush into place. The inner race from the king pin/swivel bottom bearing is ideal for this purpose, by pressing on the outer tube of the bush rather than pushing the inner one out. I was recommended NOT to use lubrication if possible – it should be an interference fit.

One of the hardest things to do when fitting new bushes, is to get them to start going in square. Once they are in a short way you normally don't have to many problems. If the bush appears out of line with the chassis hole – don't force it, simply remove and start again. All pressure should be exerted on the outer bush when fitting otherwise damage can be caused to the rubber component. If you are replacing all the bushes for the first time, it pays to have some spares in case you damage one.

Replacement of the bushes in each end of the spring is also recommended. This is relatively easy when compared to the chassis one's. The spring eye can be very slightly enlarged by gently tapping a chisel in the gap between eye and leaf. This makes removal much easier, but to much force can brake the spring. The use of an old 1/2in drive socket as a drift means there is no need to burn or cut out the old bush. Clean up the inside of the spring eye with a wire brush. Use a long nut and bolt and 'penny' washers to press the new bush home. Before refitting the spring, check the condition of the main spring bolts and replace if any wear is evident. These bolts must ONLY be torqued up to 60lb.ft once the spring is in the midway position.

If you are replacing suspension bushes on a complete vehicle, it is safest and easiest to tack-

le one corner at a time. This means that the other 3 corners can be securely chocked and the heavy and awkward axle held in place by the opposite side spring. Support the axle at the corner you are working on, with an axle stand.

The front chassis bushes are 3-1/2in long and cost just over £1.00 each. (Part no. 569746). The rear chassis and spring bushes are all the same part number – 548205 and those cost just under £1.00 each. As these bushes are only 2-1/2in long, it is best to tackle the rear chassis bushes first so that valuable experience is gained before attempting the much harder and longer front chassis bushes. All the above mentioned bushes have the same outside diameter.



Bush Replacement – Cut or Burn?



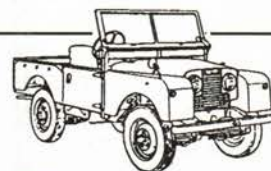
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Twenty-seven year old Kevin Mason founder of KAM Differentials Ltd., so impressed the Department of Trade and Industry and the Princes Youth Business Trust that they granted him financial aid to develop and market his revolutionary concept. Such distinguished support enabled him to interest one of Europe's leading gear research consultants in his ideas with the result that advanced new gear sets were evolved using computer aided design. These alternative gears offer a number of new ratios more suited to the various demands of powerful, slower revving, diesel engines commonly fitted as conversions across the range of Land Rover's off-road vehicles.

Kevin worked on the development of the concept because it was so obviously badly needed.

More and more owners of Land Rover vehicles are installing diesels engines for greater efficiency and fuel economy in these normally quite expensive to run machines. Frequently, the engines used, though often more powerful, are not able to attain such high revolutions per minute as the original unit. Consequently top speed can be reduced by as much as 24 per cent when utilising the standard transmission, and the original differentials are put under enormous strain due to the inevitably large increase in available torque from the new engines. KAM Differentials Ltd have solved this problem with ratios which increases the road speed up to 24 per cent and the differential gears which have been strengthened by up to 70 per cent and all at a price which compares favourably with other less satisfactory solutions. "We are getting enquiries from owners and operators all over the world." Kevin told us. Hot on the heels of his first product range which will be marketed through mail order and selected UK trade outlets, he has three other interesting projects on the drawing board for development with Land Rover in mind.



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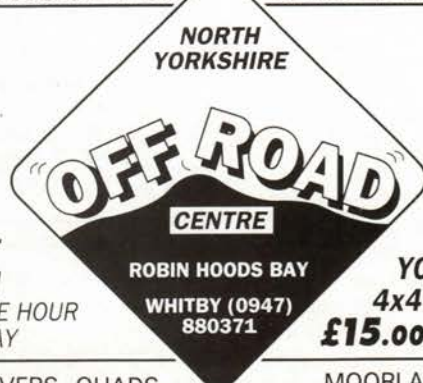
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Some odd jobs

THIS LAST month we have been catching up with all those small jobs that have been left to do when time allowed.

The stick-on interior mirror had a habit of falling off the windscreen when it felt like it, so in the bin it went. This we replaced with the better, centrally fitted bracket and mirror. The wider mirror gives much better vision too.

From recent photos in LRO you will have noticed that the four round rubber bonnet spare wheel carriers have been missing. The price of new ones was astronomical for what they are. Fortunately James Tennant had a set off a vehicle that he was breaking for spares at a fraction of the new price.

At this stage however, I don't intend to refit the spare wheel on the bonnet. For a short person like me, the loss in visibility when trying to read the ground ahead with a 7.50 x 16 Mud Plugger is far too much. For the time being the spare will stay lying flat on the floor in the rear.

Another annoying thing lately has been a

squeaking-come-rattling in the lower part of the windscreen area when driving KYJ off road. Then it dawned on us. The outside bottom windscreen brackets each end of the parcel shelf/dashboard had worked loose. A spanner soon secured that minor problem.

The rear safari door lock also decided to pack up, just like the driver's door lock which was broken when we bought KYJ. The problem as usual is that the galvanised casing of the catch assembly splits through constant opening and closing of the door. The point worth mentioning here is that, if you keep the protruding latch which engages with the striker plate on the door frame well greased, the assembly will last many years longer.

Something else which has been bothering us for a while was the apparent high temperature on the engine, according to the gauge anyhow. When driving up to the National Rally and to the LRO Billing Show we took the opportunity to lift the bonnet at a convenient service station to check the

cooling system. But on both occasions all seemed O.K.

In the workshop everything was checked out. In the end it was the temperature sender unit at fault. Now the gauge shows 'normal' even on one of our rare hot days.

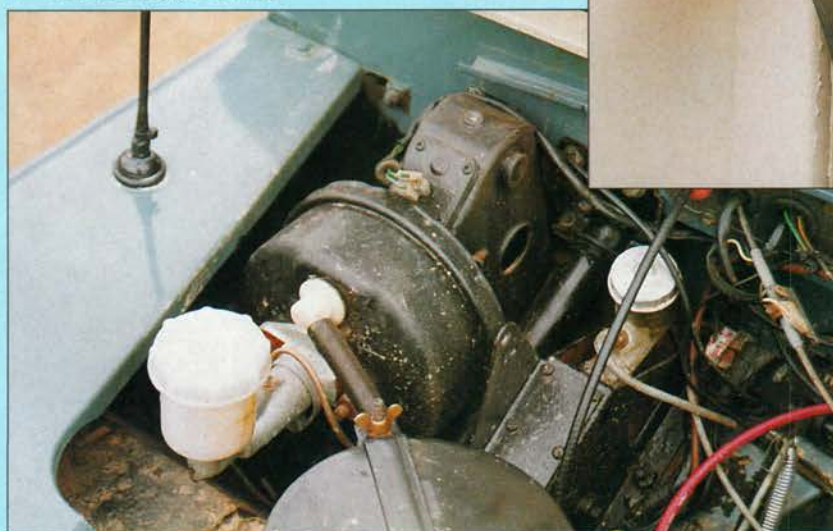
During the last few weeks a 'grinding' noise started emitting from the speedo. Unscrewing the dash around the steering column we carefully pull it back to reach to the back of the speedo. Unscrewing the drive cable from the back reveals that the drive is bone dry. A little grease was all that was required. As I said, this was a month catching up with all those little jobs. It does pay to get on and do those small repairs when they occur as, if you can nip a problem in the bud, your vehicle will be not only more of a delight to use, but will be more reliable too.

For instance, I noticed that the windscreen wipers were starting to wipe slower and upon investigation the wiper motor needed only a good clean by carefully stripping it and reassembling. In doing so



△ New brake master cylinder with secondhand servo and pedal box unit

▽ It all fits snugly into place



I found that the bearings were running very tight, a little oil and 'working' the bearings soon sorted that out.

We also figured out that we were not getting full throttle when the accelerator pedal was depressed. With a little thought we took up all the play in the linkage so when the foot pedal is depressed we get the best out of the engine. Wow, she goes even better now.

The internal door handle problem was finally sorted out too. You will remember the giant self-tapers weren't too successful in securing the handles to the doors themselves. Short 6mm bolts did the trick with the nuts facing the inside of the vehicle.

A few days later, I found that the carburettor started playing up by running too rich. On stripping down the unit all that was needed was that an 'O' ring required replacing.

Driving KYJ the other day in drizzle, I decided that enough's enough, I've got to sort out the demister system. You will remember that I reported that the demister

system was none too efficient. After stripping out the lower dash in order to get to the demister tube flaps the problem soon came to light. The flaps for the heater direction were not only jammed being full of straw, dust and fluff, but the control cable jammed too. No wonder no air was coming out of the windscreen vents. After cleaning the rubbish out and reassembling, all worked perfectly well.

Having caught up with these repairs we had three more major jobs to do. Fitting new door seals to all three doors, fitting free wheel hubs and fitting a brake servo unit.

In that order we replaced the door seals first. Now I've never thought too highly of the Series 1, 11, and 111 rubber door seals that come in all short lengths and have to be pop rivetted into place. For one thing there doesn't seem to be enough 'give' in them to make a good seal to keep out drafts and water.

James Tennant suggested we fit the later 90/110 single piece door seal that needs no rivetting into place and, being made of a

softer spongier rubber, should mean that we get a better seal.

So, of course, I agreed. The only problem was, the need to grind back the return lip of aluminium along the edge of the securing lip with a grinderette. This has to be done in order to simply 'push' the later seal into place.


Well, wearing goggles and a mask is one thing, coping with the noise is another. As for the mess created by the grinding, inside the vehicle looked atrocious. Even though we covered the seats, the aluminium dust got everywhere. Still it was worth it. The better seals were easy to fit and made a far better job.

The next item on the list was to replace the brake master cylinder and fit a secondhand brake servo and pedal box unit. I never have been over happy with the brakes and having also recently fitted a seven pin trailer socket to do some towing, I thought now is the time.


James had a secondhand servo and pedal box unit from a vehicle that he was



△ The old type door seals fitted with pop rivets, showing return lip



Δ Old seals removed and return lip ground off



Later 90/110 one-piece door seals in place ▷

braking. He also suggested we fit a new master cylinder, instead of using an old unit. As you can see from the photos the unit fits in very well indeed, being identical to the later Series III set up.

A new short brake pipe had to be made up and a rubber vacuum pipe taken across the top of the engine to the already provided vacuum take off on the inlet manifold. With the system filled with brake fluid and appropriately bled, we went for a test drive to try the brakes out. The brakes are better, requiring less effort on the pedal and generally feel a little nicer to use. But there is still room for improvement, so I will dwell upon it during the coming months. Maybe we will fit 11in front brake drums as used on a LWB. We will see.

Lastly we fitted a set of free wheel hubs. A week or so beforehand I purchased a set of 10 spline hubs from Superwinch of overdrive and winch fame. Superwinch have been making and supplying free wheel hubs for longer than I can remember.

For those of you new to Land Rovering,

the reason so many owners fit them to their 'part time' Series I, II and III vehicles is so that, in normal use whilst driving on the road in two wheel drive, you can simply disengage the running of the front halfshafts, differential and propshaft. Without free wheel hubs fitted, all these items still turn, because they are driven by the road wheels.

In order to save wear and tear on the whole of the front drive system simply turn the control dial on each free wheel hub from the 4x4 to 4x2 'free' position.

Fitting is very easy. You remove the existing drive flange, separate the two halves of the new FWH assembly and install the hub body with its gasket using the original flange bolts and lock washers. Replace the axle shaft nut and re-fit the control dial cover.

There is no maintenance to do to these units as they are permanently lubricated. However what is important, if most of your mileage is on road, be sure to engage the hubs once a week for a few miles so as to re-

engage the front wheels in order to lubricate the top pivot inside the swivel housing by the throwing up of oil from the universal joints. If this is not done regularly the pivots and bushes will start seizing up and you may wonder why your steering goes stiff.

Remember too, to engage the FWHs before going off road because if you forget, when dropping into low ratio all the torque goes straight to the back axle only and this has been known to break half shafts.

However, driven carefully when manoeuvring trailers on a hard surface, with the FWHs in the 4x2 'free' position you can reverse the trailer in low ratio more slowly without the fear of winding up the transmission.

Another added bonus is that there is a small additional saving in fuel consumption and perhaps slightly less front tyre wear when the front hubs are disengaged.

Once again, my grateful thanks to James Tennant from Okehampton for the use of his workshop facilities – Tel: (0837)86478.

Jake Wright



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Famous Four's December Newsletter

From Andrew — the good looking one.

Boddingtons Brewery is reputed to be in financial difficulties due to a certain public house in Louth not accepting oil covered customers anymore — long live 'Wards'. Meanwhile, back at tranquil city (Famous Four HQ), Leigh quietly curses to herself; Richard's hair is falling out by the pillow load and Mick gets more oily by the day — I never did anything anyway!

Christmas is nearly here which means the 'Famous Four Party' (no arrests this year please. Ed) — so a very merry one to all our valued customers and I suppose to Geoff H*!?*N as well.

Those kind people at LRO now tell me there is another issue due out before Christmas; still it's nice to think that Lincolnshire can be ahead in something, if only greetings!

LAND ROVER

7 x 15 Weller wheel	£29.37
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Monroe gas magnum shocks (each)	£41.13
90/110 Bilstein shocks (each)	£64.63
Lightweight wheel arch set	£64.63

RANGE ROVER

Front bull bar, wraparound, slatted and hinged light guards	£123.38
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PRICES INC. OF VAT

LAND ROVER SECONDHAND SPARES

Straight ST bullbars (shop soiled)	£64.62
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90 truck cab, vgc.	£211.50
109" galv. h/d roof rack & ladder	£94.00
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S.I rear axle, complete	£105.75

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110 soft tops ▽



△ Ambulances for the Turkish Ministry of Health

Made in Turkey

AT ANY one time, Land Rovers are being produced in about ten countries around the world from Australia to Zimbabwe. Most production centres are either in Africa or on the other side of the globe from Solihull, but today ever increasing quantities of Defenders are being built at a second European plant – OTOKAR in Istanbul.

Part of the multi-faceted KOC industrial group, Otokar started production of 110s in 1987 to meet a sizeable Turkish paramilitary order. Current annual production capacity allows for around 2,000 Land Rovers to be built alongside the 4,000 or so 12 to 15 seater minibuses produced every year for the domestic market by the 600 strong workforce.

Anyone who has visited Istanbul, or any large Turkish town for that matter, will be familiar with these fleets of ant-like Otokar buses that transport workers to and from their toils, and carry peasant farmers (and sometimes their livestock from rural villages to market. However in really remote areas, where the donkey cart is still more common than even the tractor, the name Otokar is more likely to be seen on the side of the military or public service Land Rover.

LRO December 1992

Although many specialist Land Rover components, particularly the engine, drive train and shaped body panels, are imported from Solihull in knockdown form, there is a high percentage of local content in the finished Otokar vehicles. Apart from the badge, standard hard top, soft top and station wagon variants are just about indistinguishable from Solihull produced vehicles, but many of Otokar's specialist rear bodies are unique to the Istanbul plant.

At present, around thirty different body options, including two armoured variants, are on offer and more designs are in the pipeline. All three chassis lengths, 90, 110 and 130, are produced in-house and a specially strengthened version of the 110 chassis is manufactured for the armoured vehicles.

As Istanbul has grown, the population of this region having risen from one to ten million in just a couple of decades, Otokar has slowly lost all its spare land to government sponsored housing and the plant is now deep in the heart of a residential area. Consequently, over the next few years, it will be relocating from Istanbul to a much larger site which will allow the Defender line to expand fivefold to meet clearly identified potential markets.

At present about 75 per cent of Otokar's Land Rover production is either military or paramilitary with most of the remainder going to government and public service users or civil contractors. Typical non-military Land Rover users are the Ministry of Health and Social Assistance, the Public Telecommunications Company, Turkish Petroleum and the Minerals Research Institute. All of these bodies operate in some of the remotest parts of the country where tarmac roads seldom exist and seasonal temperature variations of up to sixty degrees Centigrade can be expected.

Otokar's first major Land Rover order came from the Jandarma, which is a part of the military tasked with both security and policing duties. In remote areas particularly, the Jandarma is a peculiar blend of army, police, rescue and ambulance services all rolled into one.

To understand the need for such an all-encompassing organisation, you only have to look at Turkey's political and geographical situation. Being only seventy years old, bridging Europe and Asia, and surrounded by seven countries which have nearly all been enemies at some time in the not too distant past, Turkey has more than its fair share of security problems.



△ Armoured personnel carrier assembly line – currently the factory can produce sixty of these per year

Military vehicles line up in front of
OTOKAR'S offices ▷



▽ Armoured car for border security purposes





△ A fully winterised military One Ten Station Wagon

Although Turkey's population is roughly the same as that of the United Kingdom, her land area is three times greater and two thirds of the population live in remote towns and villages.

Apart from coastal plains, most of Asian Turkey is more than 1,000 metres above sea level and road communications are limited.

In 1986, the Jandarma issued a requirement for a mixed batch of four hundred modern design utility and command vehicles. Otokar won the contract and supplied soft top and station wagon 110 models to meet the specification. These vehicles were well received by the end users and as a result further orders were placed for 500kg and 750kg vehicles on 90 and 110 chassis respectively – a regular annual procurement programme is now under way.

In addition, the company developed other vehicles such as ambulances, recovery vehicles and mobile laboratories on the same chassis cab for specialist roles. The light armoured cars and personnel carriers used by the Jandarma to patrol Turkey's south-eastern borders are also 110 based.

The Turkish Air Force is now also buying Otokar Land Rovers in increasingly large numbers for a wide variety of roles. Major Air Force variants currently in service include Rapier Tractor, Stinger Team and Explosive Ordnance Disposal vehicles on

the 130 chassis as well as both standard station wagon and soft top models on the 110 chassis.

As a result of the two-way co-operation between Otokar's engineers and both the Jandarma and Air Force, the Turkish Armed Forces now regard the company as a prime design and development agency and they have established joint working groups to explore a number of wheeled platform requirements.

It is expected that the Turkish Army will soon re-equip with new utility vehicles (they use various Jeep models including Willys at present) and Otokar has a number of vehicles undergoing intensive evaluation at this time. A small number of specialist Land Rovers are however in current service, particularly in the communications and command roles.

About 40 specially modified station wagon models, with more comfortable rear seating and trim are in daily use as personal transport for officers of Brigadier General rank and above, which can only auger well for future Army sales.

With the build quality and design expertise of the Turkish plant now well and truly proven in the demanding military and public service fields, both Land Rover and Otokar are looking to future export markets which could be serviced from Turkey. For example, Pakistan currently has three Turkish-built 110 models (soft top, station

wagon and recoilless rifle platform) undergoing extensive trials and negotiations are underway with many of the Central Asian republics.

In the past, some third world vehicle production facilities were created on mainly eco-political grounds purely to provide employment for local labour and gain national experience in automobile production technology at British industry's expense. At Otokar things are different and the flow of technological ideas is two-way.

At present the company has a fully equipped six-man CAD (Computer Assisted Design) engineering team working on future projects, has firm plans to double the size of the team shortly and will eventually triple it.

Design innovations and ideas are exchanged with Solihull, Turkish engineers and technicians are regular visitors to Lode Lane, and both parties benefit from the partnership.

With its unique blend of challenging terrain and extremes of climate, Turkey gives the designers a superb test environment to help keep the Land Rover head and shoulders above the competition.

In the next couple of issues we'll look at Otokar's service engineers deployed with ACE Mobile Force, see Turkish Army and Jandarma Land Rovers in the field and hear about my on- and off-road experiences in rural Turkey with an Otokar 110.



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 1987 (D) LANDROVER 90 DIESEL HARDTOP, HRW, wash wipe, white... £5450*
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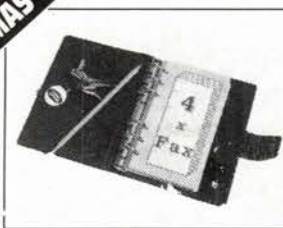
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NOVEMBER 1992

Dear Andrew,

You will recall that when last we spoke I mentioned that we were thinking of changing 'Lucy' our rather tatty (B) reg. 110, for a later model. Well, the present economic climate determined that we do 'Lucy' up instead (we christened her Lucy because when we bought her at 4 years old, she rattled, everything was loose!).

Mechanically she is excellent and with only modest mileage on the clock, the real tatty area was the interior, what with the dogs, our 3 children and more on the school run it was a mess. As seats constitute the major part of a vehicle interior, that's what we concentrated on.

1. The front seats although sound, were heavily marked and beginning to split, the cost of replacing them with Land Rover originals is mind blowing.

2. What to do about the awful second row seats that the children complain about?

3. What to do about the seats at the back?

Naturally, when one thinks of Land Rover replacement seats TRAKKERS come to mind. Initially we were drawn to them for their lovely second row seats, which they appropriately call the Hi-Back Weenies. However, they have just about everything for the interior, seats of every description, cubby boxes, door trims, carpets, etc.

We decided that generally 'you get what you pay for', and bought everything from Trakkers. We bought a set of front seat recoveries in Moorland, had them fitted by our local upholsterer (didn't cost much), the covers were about £77.00 in total. Needless to say we had three Hi-Back Weenies for the second row and because we do not like sideways facing bench seats, we had 2 of their new forward facing fold-up rear seats with the hi-back and head restraints.

Incidentally we still have the dog guard behind the second row seats. Then finally we rounded it off with the brilliant cubby box which include the very useful picnic tray and mugs, door trims with big pockets and cloth trimmed, even down to the carpets and up to the headlining.

In all we spent more than £500, but it looks like new inside and certainly looks better than a new 110 with the Hi-Back Weenies, well we think so.

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Oh! by the way Lucy has now been re-named 'Beauty'.

See you at Christmas, Best Wishes
TOM



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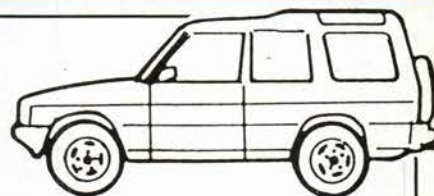


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LRO
12/92



Crossaxle

By Dave Barker

IT'S ABOUT this time of year that it normally starts to go quiet around the clubs. With the onset of the darker and colder nights driving many indoors and the die-hards into their garage to get on with the re-build to the competition motor in preparation for next year.

The growth over the past couple of years in the number of coil sprung specials continues, with what seems like almost one new motor making its debut at every event recently.

More and more coilers now appearing at CCV trials, they are no longer only seen in large numbers at comp safaris.

I guess with the second hand value of both 90's and Range Rovers still falling, the basic raw material needed to build a coiler will continue to get cheaper and more plentiful. But it was nice at a recent three day event to see a newly built, good old fashioned leaf sprung Series I 86inch making its first appearance, and competing in both CCV & RTV Trials and also in the comp safari.

Road legal and driven both to and from the event, it didn't win either trial and wasn't the fastest standard motor in the comp but gave its owner an enjoyable three days of sport. Maybe nostalgia isn't dead after all or perhaps it's just that the driver still has a very healthy back and doesn't need the smooth ride of coil's yet?

With the recent launch of the all new Range Rover with the "Floating on Air" suspension which I'm told now makes coil springs a thing of the past, I wonder how long it will be before the first new comp motor appears with the new air suspension system.

It must be able to give that winning edge; being able to lower the vehicle on the fast smooth straights and then raise it up for better ground clearance over the rough bits!

I also wonder how long it will be before the Association of Rover Clubs manages to ban the new Range Rover from competing like they did with the Discovery. Then later, make their minds up that it could compete after all. Argue even longer as to which vehicle class to put the new 108inch model into.

It would be far too simple for it to fit into the present class 5 (for trials) with the other long wheel bases, Discoverys One Ten's and Range Rovers.

Time will tell, but at over £40,000 I would think it will be quite a while before the first one turns up even for an RTV trial.

The whole of cross-country motor sport continues to grow and with it more interest in not only the motor sport side, but cross-country off-roading in general also continues to grow.

The RACMSA draft fixture list of all motor sport events for 1993 recently dropped through my door and looking through the pages of events it was more than interesting to see that cross-country (4WD) section is the largest listing with around 575 events, between all the clubs for 1993.

The next closest was Autotest with about 550 events listed.

The basic Grass Roots events by far outwaying any of the other high profile, high cost motor sport events. (The total for stage rallying being in the order of only 130 events.)

It was also good to see road rallying, again a grass roots sport, as it was almost killed off a few years back by rule changes from the RACMSA, starting to make a come back with 260 listed events for next year.

Among the normal Land Rover and off-road all make clubs, listed as holding cross-country 4WD events, are one or two car clubs running cross-country trials.

They already see a gap in the market and give the growing number of ordinary car owners, who now drive 4x4 vehicles as their normal every day transport (Subaru, Toyota, Ford and Vauxhall all make 4x4 saloon cars), a suitable type of event to compete in and again adapting the event to suit.

They look to their members needs; something some of the Land Rover Clubs are not the best at or the fastest.

The "Hill Rally" organised by the newly formed Hill Rally Club made its welcome return after an absence of many years and from the first reports was a great success.

The event certainly generated a lot of interest from both spectators and future competitors, with many who made the trip to Clyro to view the rally, now thinking of entering the event next year.

The organisers were a little disappointed with the entry of almost 50 vehicles being somewhat lower than the event's maximum of 80 they had hoped for.

For a first time, the event ran very smoothly and was much enjoyed by all attending. It will be a bigger and better event next year after this year's success.

The Major's Trial run annually by Midland Rover Owners Club at Estnor Castle (The venue for next year's ARC National) again was well supported with around 100 entries.

After last year's break from tradition when the Cornwall & Devon team where relegated to only 3rd place, it was back to normal with a fine win by the Cornwall & Devon team with a total of 173 penalty points (out of a maximum of 432). They were closely followed in 2nd place, only 3 or 4 points behind, by the Yorkshire Rover Owners Club Team, with Yorkshire's Comp Secretary John Firth taking overall individual winner with 49 penalty points.

The organisers, Midland, came in for some criticism from some teams over one or two sections where the drivers felt that the odd gate needed moving or in some cases the entire section needed re-routing. To be fair to Midland, I'm told that again for the second year running, the very wet weather had made some sections much more difficult than they had been on the previous weekend when they had been laid out and driven.

The reunification of East and West Germany has certainly made a difference to off-roading in that country with the Deutscher Rover Club E.V. holding their main event for the year "Herbsttreffen 92" on a Russian Army training area about 20 miles east of Berlin. ARC members were made most welcome with the rally entry fees being reduced by 50 per cent of the official fee.

A full programme of events was arranged. The catering arrangements did make me wonder a little, as meals would be available through-out the event from the F.U.S (Russian Army) kitchen!

It's a great shame that we don't have such good support from our own armed forces. I know one or two events in the south are run over MOD land, but with the acres that the MOD own and never use, it would be nice if we had the opportunity to be able to use some of it.

Many people still talk about the great events on the Army Ranges at Catterick run over the August Bank Holidays by Pennine Land Rover Club in the late 70's as being some of the best Land Rover events they have been to.

Let's hope that as privatising carries on and the peace dividend pay's out, more land may become available as the MOD needs to balance its books.

CLUB REVIEW

DORSET Land Rover and Range Rover Owners Club. Formed in August 1987, the club now has a small but very enthusiastic membership of just over 60 members.

The club even through recently becoming registered with the RACMSA is a non-competitive club and as such does not hold CCV or RTV Trials, but does hold many camping weekends, pub meets, gymkhanas, greenroading etc throughout the year, but is always willing to support almost anything that the members suggest.

The club's main aim being to further the use of both Land Rover's & Range Rover's and to involve the family in all the clubs activities.

The club meets the first Friday of each month, prospective new members are always most welcome, members are kept informed of club events with a bi-monthly newsletter.

For more details contact: Ruth Cooney, 104 Blackmore Road, Shaftesbury, Dorset SP7 8RL (S.A.E. please). Tel: 0747 54377.

Please send a stamped, addressed envelope when writing to club secretaries.

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UK off road Clubs

Club Calendar

JANUARY

10 Sunday Driving Day, Cannock

FEBRUARY

13 Saturday Training Day, Wansford
14 Sunday Driving Day, Wansford
20 Saturday LRO Challenge
21 Sunday LRO Challenge, Wales

MARCH

13 Saturday Training Day, Trentham Gardens
14 Sunday Driving Day, Trentham Gardens

APRIL

03 Saturday LRO Challenge
04 Sunday LRO Challenge, Wansford
17 Saturday Training Day, Newham Park, Plymouth
18 Sunday Driving Day, Newham Park, Plymouth

MAY

09 Sunday Driving Day, Weardale, Co. Durham

JUNE

07 Monday Off-Roading Week, Scotland
08 Tuesday Off-Roading Week, Scotland
09 Wednesday Off-Roading Week, Scotland
10 Thursday Off-Roading Week, Scotland

JULY

03 Saturday American Independence Day Special, Trentham Gardens
04 Sunday Off-Roading Week, Wales
26 Monday Off-Roading Week, Wales
27 Tuesday Off-Roading Week, Wales
28 Wednesday Off-Roading Week, Wales
29 Thursday Off-Roading Week, Wales
30 Friday Off-Roading Week, Wales
31 Saturday LRO Challenge, Wales

AUGUST

01 Sunday LRO Challenge, Wales
07 Saturday Training Day, Whitby, N. Yorks
08 Sunday Driving Day, Whitby, N. Yorks
21 Saturday LRO Challenge
22 Sunday LRO Challenge, Scotland

SEPTEMBER

19 Sunday Driving Day

OCTOBER

10 Sunday Driving Day
30 Saturday LRO Challenge
31 Sunday LRO Challenge, Eastnor

NOVEMBER

06 Saturday Training Day, Bala
07 Sunday Driving Day, Bala

DECEMBER

06 Sunday Driving Day

Where no venue is given, details will be announced later. We are unable to admit spectators on Training Days

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All club activities will be open to members at a reduced fee, but for

those events open to non-members as well, should numbers be limited, **INTERNATIONAL OFF-ROAD CLUB** members will take priority.

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The Club Calendar opposite lists **INTERNATIONAL OFF-ROAD CLUB** events for 1993. Further details will appear in **IOR** and **LRO** every month.

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LRO Challenge

October 1992

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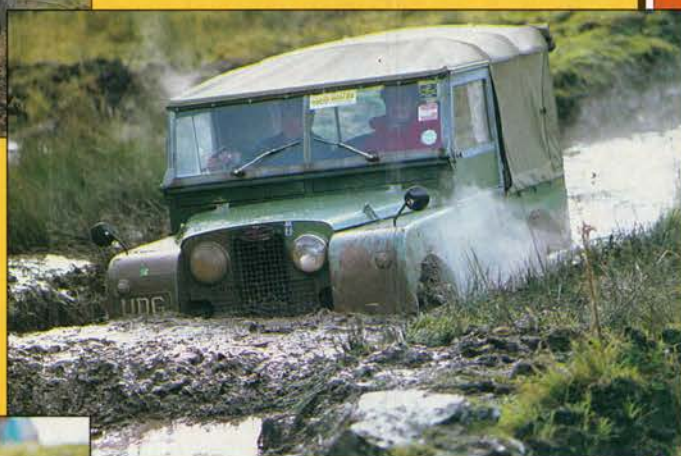
**On the wettest
Challenge yet,
Range Rovers
were in
abundance**

CHALLENGE



Full details of
the 1993
Challenges
will appear in
the January
issue





Cold, wet, muddy and happy, the Landcraft/
LRO team at the end of the October Challenge.
From left: Chris Cayton, Richard Thomas,
Cathie Howell, Dave Southgate, Dave Mitchell
and Nick Dimbleby.
(Photo Brett Howell)



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△ Following a disastrous rollover, LRO's Project 90 has been rebuilt in truck cab format

The project's return

AFTER a year off undergoing a full rebuild and substantial restoration, our project Ninety has returned to the fold. We report on its rebuild and subsequent baptism of fire on the Rebecca Riots Expedition.

FOR OUR regular readers who will remember our seemingly ill-fated project Ninety, our work in equipping it as a long distance overlander, and its untimely departure from these pages in a serious roll-over accident, you'll be pleased to know that the vehicle is now rebuilt and back in everyday use.

Indeed, the Ninety has required something in the region of fourteen months to rebuild, refurbish and repair, a time span that regretfully couldn't involve a full working day, every day on the job. In fact, if the truth be told, there was a period of around four months when very little work was done on the vehicle due to pressure of other work. But the October start date of the 1992 Rebecca Riots Expedition (an event covered in fuller detail in IOR, our sister magazine) began to loom and so the dust was blown off the mountain of Land Rover Genuine Parts we'd accumulated in readiness for the rebuild.

To recap, our 96,000 miles 1984 Ninety was involved in a potentially horrendous (in terms of human damage, of which thankfully there was none) roll-over which

effectively rendered 90 per cent of its bodywork scrap. Not only that, but the engine and geartrain broke free of their mountings creating additional problems, and the chassis rear crossmember was both dented and misaligned. Our insurers looked on it as a total loss, but we just couldn't bear to part with the old warrior, and elected to rebuild it ourselves with the help of a substantial insurance payout.

The task began as the damaged 'bodyshell' was stripped away, in piecemeal fashion, from the chassis (with the exception of the lightly damaged bulkhead), and a new PWB rear crossmember with chassis extensions was expertly welded on by colleague Andrew Bowler. The chassis extensions and original chassis members either side were then further reinforced by seam welding in 14 gauge mild steel plating either side of each chassis member to effectively double up on the repair.

There's no real need to do this in the majority of cases since PWB's rear crossmember is superbly made, and very easy to fit for an original strength repair. However, we were preparing for the possibility of towing a heavily laden military trailer cross-country and simply felt happier taking a true 'belt and braces' approach.

With the damage to the rear crossmember rectified, the whole of the chassis was

then mechanically wire-brushed to remove the worst of the inevitable surface corrosion, other known corrosion trouble spots checked. It was finally treated to seven coats of synthetic chassis enamel.

At the same time, the engine and geartrain were remounted on extra heavy-duty military specification mounts, a new clutch was installed, and new suspension bushes fitted all round. The rear axle was also treated to a new set of halfshafts and drive flanges to partly cure a transmission backlash problem, and the braking system was fully checked over and completely replumbed.

Bodywise, we'd already written about some of our misgivings about the excessive gross vehicle weight that so-called expedition Land Rovers run at, and prior to the crash, our Ninety had been putting on weight alarmingly as the goodies were piled on. We'd already fitted Genuine Parts Ninety HD springs at the rear, and standard rear springs at the front of the Ninety to both increase the suspension height by 2 inches all round and also give the machine a 2550kg (what Land Rover terms as 'high load') GVW specification.

Even with this generous GVW rating, we still felt that, for an overlander Ninety, we were giving away too much payload potential through weighty bodywork and heavyweight expedition equipment.





Our 90 leads the "Rebecca Riots" expedition up a Welsh hillside. The expedition was designed to commemorate the 19th century Drover's routes across the country

Our intention from the outset was to build a cross-country machine for temperate Europe, so although we'd acquired a full hardtop and replacement one-piece side doors with the correct recessed door handles for our vintage Ninety, we decided against fitting them. Instead we chose to fit an untrimmed truckcab, and two piece untrimmed late Series III doors. Of course, this rather forced our hand in that the roof rack we'd used on the Ninety prior to the crunch wouldn't now fit, and obviously the Overland rooftop was redundant. But, while we'd recommend either item for their superb build quality and value for money, the Ninety's regular crew have 'discovered' the benefits of an open rear load area for the (usually filthy dirty) recovery equipment they have to carry, and finally realised that ultra lightweight military bivvibags actually encourage a good night's sleep when the sun goes down.

Of course, planning this change-about-face bodywork configuration for the Ninety was one thing; finding the parts we needed at the right price was another. Thankfully, with the recession in full swing, there was a sudden surge in good used parts availability for Ninetys, and our truck cab came our way for around \$150, the rear ex-Defender body for about \$400, the ex-Gulf War 110 door bottoms for \$20 each, and the brand new Series III door tops

courtesy of PWB of Warwick. The remainder of the body panels were either already in our store, or available at remarkably knock down prices.

At this stage, I should mention the door tops in more detail, and indeed the whole process of fitting two piece doors to Ninetys. At the outset, we really had no idea whether or not they would fit the Ninety's door openings properly, and whether they would look 'the part'. Various Land Rover traditionalists applauded our decision, and to be honest we liked the sliding window format, the simplicity of their build, their economy and ease of repair should they ever be damaged.

The first step was to call PWB's always helpful and very knowledgeable Tim Pickering and ask whether they'd had experience of fitting these Series III doors to Ninetys (after all, they make very high quality door tops and bottoms). Tim told me that he had one large customer who was in the process of fitting these doors to their 90/110 fleet, and they would indeed fit perfectly, sealing as they should against the one-piece Ninety door seal.

As a measure of his confidence on a subject that still has most experts 'umming' and 'arrang', Tim supplied PWB's new glazed Series III door tops by delivery van just hours after our phone conversation, and these were quickly mounted on our

Gulf War veteran doors. One of the door bottoms had already been reskinned with a PWB door skin. The cost of the skin from a local retail supplier was £10; time taken to fit it was just 30 minutes. Result? A perfect door.

With a minute amount of adjustment to the hinges of the door and fitting of the correct door striker latch (late Series III to match the burstproof door lock), the complete door was slammed shut and fitted perfectly. A high pressure hosing later proved its watertight properties.

Together with the snug fitting truck cab, rear tilt frame (fitted without canvas as its very useful to tie things to), and rear chassis mounted Safety Devices roll bar, the overall look of the Ninety is superb. Fitted with Firestone SATs in 750/16 size, it stands high on its suspension, and the trimless doors and cab give it a very purposeful look.

Our trusty Warn 8274 remains mounted up front, as does the original Safety Devices dural skid plate, and although we haven't weighbridge tested it yet, we suspect the Ninety is running about 500lbs lighter than it was at the time of its rollover. That's a significant weight saving, and one that has already been translated into better off-road performance, laden or not.

The Ninety passed its MOT first time round, even though it was resplendent in



about ten different colours, and we quickly had to think about painting it prior to the Rebecca Riots outing. David Horobin, who painted our Drew Bowler racer, had been asked to weave his magic over the Ninety in two pack paint, but we literally had 26 hours to go before the Riots Expedition 'off' and it would have been unfair to ask him to rush the job.

The answer was found in the form of a decorator, presently repainting the Webster abode, and also in a £15 can of synthetic Marine Blue brushing paint. For about six hours, he busily and most expertly brush painted the Ninety inside and out, and even on close examination, you'd be very hard pushed to tell the difference between this type of finish and a conventional 'blow-over'.

Door Bottom Outer Skin (N/S)
Door Tops complete
Front Wing Outers both sides
Rear 'Stop' Panels
Rear Cross Member
Rear Body Corner Cappings (upright sections)

Front Bumper
All Seat Squabs (totally remanufactured, not just recovered)

It's quite a list, and serves to show that, if you can't meet the price of Genuine Parts for your Ninety, PWB offer a completely acceptable alternative at very

attractive prices.

Incidentally, the cost of rebuilding the Ninety has worked out at around £4000, but that indicates just how many new parts have been used during its repair, and that, engine and transmission apart, almost everything else is new.

The expedition

And so to the Rebecca Riots Expedition, and the Ninety's off-road performance after just 300 road miles since its MOT.

The Rebecca Riots Expedition took place in Wales during October, and retraced the Welsh section of the old Drover's Road between the Black Mountains and Wrexham/Shrewsbury. The route actually terminated around Machynlleth, just north of Aberystwyth, due to the lack of legal vehicle rights of way to take the expedition into Snowdonia and beyond. Nevertheless, the route available to the challengers was around 150 off-road miles, and this had to be completed in just two days to match the time that history records a fast horse drawn cart could have taken over the same route.

It is not the policy of Land Rover Owner Magazine to indicate the precise whereabouts of RUPPs and BYWAYS open to 4x4 vehicles. To find these, it is down to individuals to research the routes with local council planning offices and even 4x4

clubs. But suffice to say, there is an almost complete South to Snowdonia Border off-road route through Wales, but it's taken some five years of research to find it, including constant delving into the 18th Century works of George Borrow and others to locate clues as to where these classic Drover's routes might start and finish.

You might ask where the Rebecca Riots theme came from, and what they were. To cut a long story short, during the mid 1800's, the Welsh cross country routes that had been Drover's Roads for generations were about to be improved by the landowners, and tollgates were established on many of them to pay for the improvements. Since the Drover's only made slim profits from the sale of their stock in the markets of England, they simply couldn't afford the high tolls asked of them by the landowners.

During 1843, dressed in women's clothing and adopting the name 'Rebecca', groups of Drover's rioted in most of the principal Welsh towns and smashed the tollgates. The riots went on for most of that year, and have been recorded in history as 'The Rebecca Riots'.

Of course, the irony of the situation for today's off-roader – the new users of the Drover's Roads – is amply evident. Numerous recommendations have been made in recent times for tolls or user fees to be



levied on cross country routes rather than retaining free access for all through the rights of way system.

Ultimately, with the growth in demand for access to our hinterland for all sorts of recreation, a toll system may well be introduced – certainly no-one would put up with wholesale closure as mooted by many rural county councils.

As it was, the Rebecca Riots Expedition merely celebrated the 149th anniversary of the worst riot, that of Bodtalog, and was never meant to be a 'political' exercise. But for all that, perhaps a point might have been successfully made by reminding those in regional power of the strength of public feeling that can arise when freedom of access to our countryside is denied us.

In practice, the Expedition was certainly the toughest off-road exercise most of the participants had taken part in. All seasoned off-roaders with one or two exceptions, most found the high rocky passes of the Black Mountains difficult to ascend and the drops hard to come to terms with.

Even with the meagre rainfall Wales has had this year, the ground was soft enough to rob the more powerful Land Rovers of traction; the diesel powered machines, such as our Project Ninety, had an easier time of it, but overall tyre choice was critical with Firestone SATs or their Mud Plug-ga equivalent proving to be best suited to

the terrain.

One peculiarity of the Expedition was the decision to haul a military trailer behind one of the Ninetys. This trailer was designated the 'chuckwagon', and carried food, spare fuel, parts and recovery equipment for the convoy. But it also simulated the laden weight hauled by larger horses over the Drover's Roads in the last century and the problems faced when poor surface conditions were encountered.

The trailer created a few problems in the latter hours of the Expedition when the Ninety towing it broke both its Warn 8274 winch and its rear differential, but that was nothing to the trauma it suffered when behind our Project Ninety. Being towed at a cracking pace by our vehicle to give its owner a rest from the constant brangling of its Nato hitch, the trailer mounted a hidden rock and pitched onto its side and then into a complete roll. The result was badly twisted bodywork, a couple of punctured jerrycans of water, and hurt pride. We proved just how tough our PWB rear cross-member was though.

The Rebecca Riots Expedition started at 05.00hrs on a Saturday morning and finished at 03.30hrs the following Monday morning. In that time, the crews had had about seven hours of sleep in total, and covered some 100 miles, most of it cross-country.

Of all the Ninetys, our rebuilt project Land Rover proved to be both reliable and arguably the most capable, despite being closely matched in terms of outright specification by three of the other vehicles.

For all that, the Expedition challengers failed to complete the route set by about five major sections. They could fairly claim that poorly marked OS maps, a handful of totally unused – and therefore difficult to traverse – byways, and the time taken to repair the trailer to a road fit state held them back. But really, it was an aberration of this century that caused the fatal delays, one not experienced by any of the drovers of the past.

That aberration was the Sitka Spruce tree, so beloved of the Forestry Commission and so hurtful of the ground in which it grows that even a wellshod man can be bogged waistdeep in its vicinity.

One particular forest claimed the entire expedition for a whole day, and even with three winches in almost constant use, a meagre half-mile of track was covered.

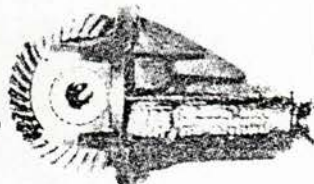
Defeat was taken in good humour though. In the small hours of Monday, with clear moonlit skies robbing the ground of any vestige of warmth, sleep and a good meal became an overriding requirement, and the Land Rovers departed to the four corners of the UK, their drivers fighting to keep awake for the homeward trip.

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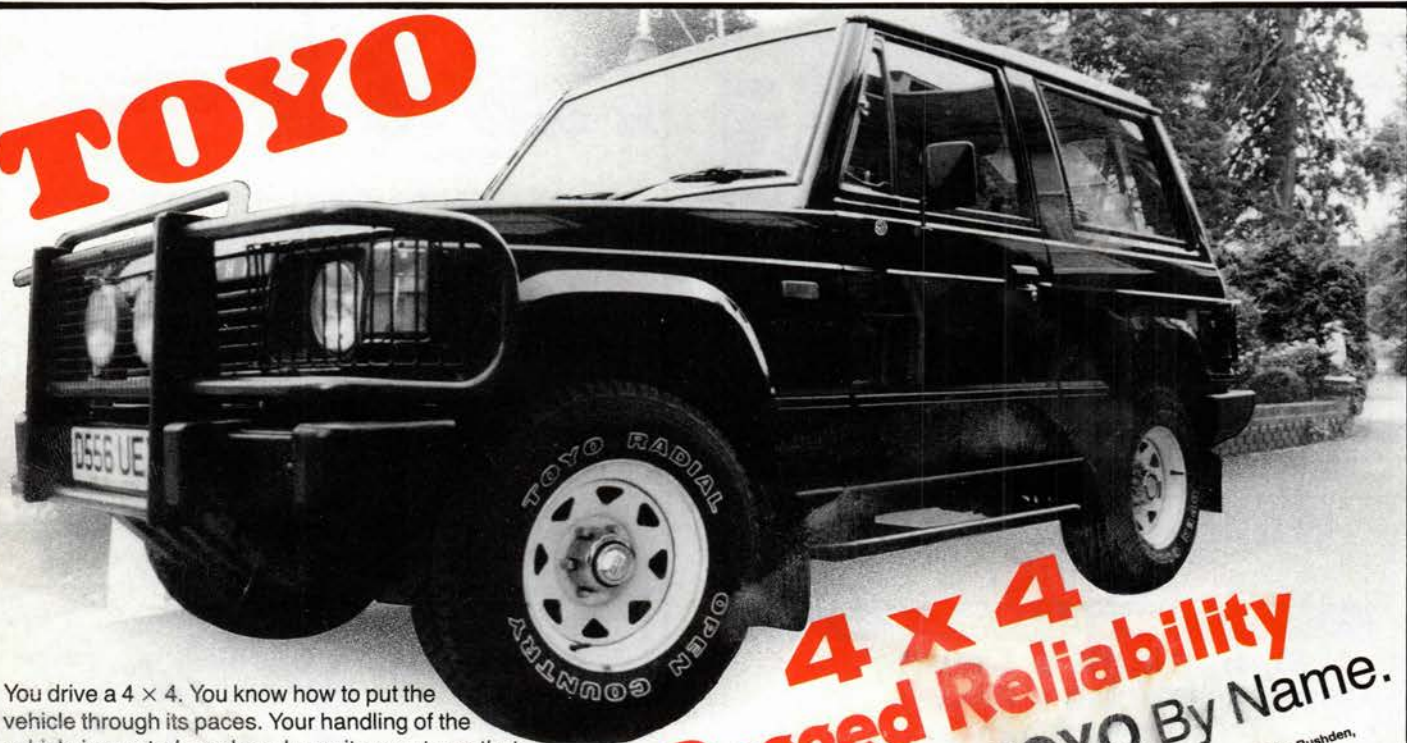


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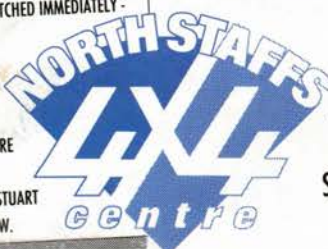
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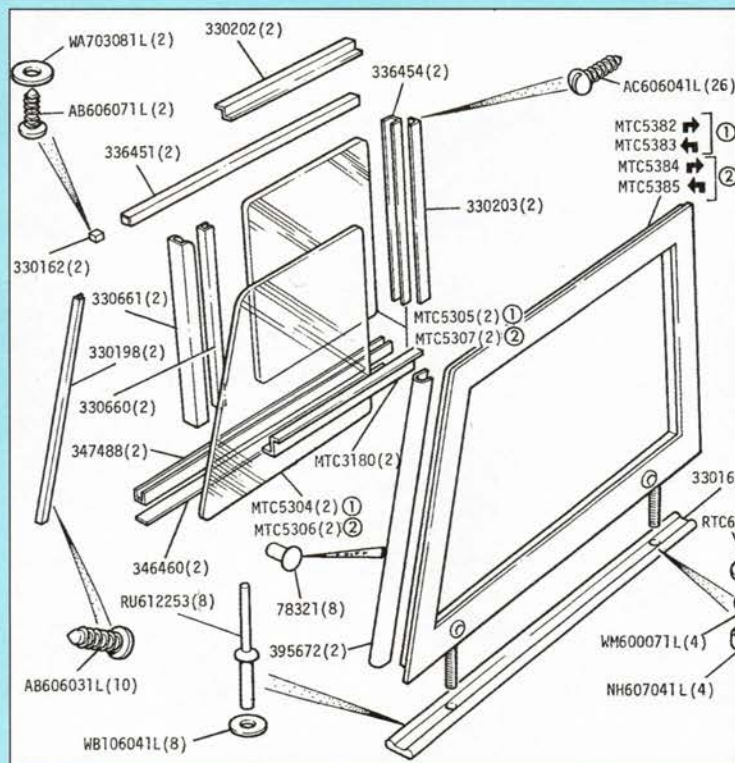
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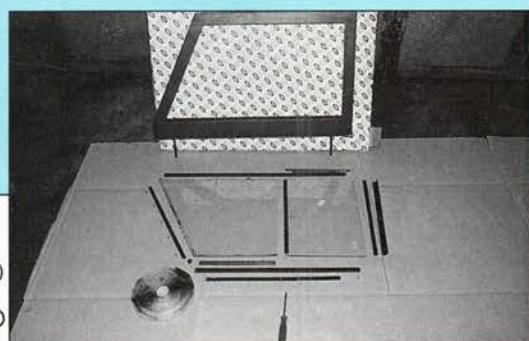
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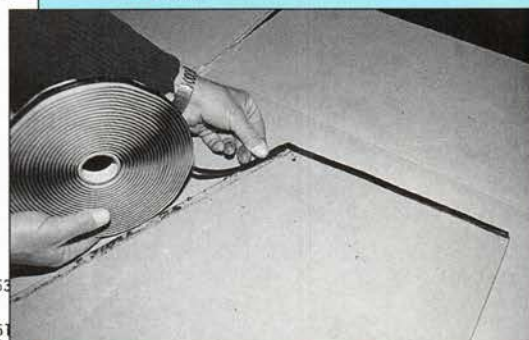
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△ One



△ Two

△ Three
▽ Four

Doors 'n' seats

THIS MONTH, Lindsay Porter goes into some detail on door tops, and various seat fixtures and fittings.

IT GOES without saying that chassis work is the most important aspect of Land-Rover restoration, while mechanical work is the area that will reap most benefits when it comes to making the beast go in a reliable and workmanlike fashion.

But it would be foolish to ignore the somewhat less critical areas, such as seating and door tops.

Indeed, when it comes to carrying out a full restoration, these are areas that make you glad that you're a Land-Rover owner (or Land Rover, sans hyphen, in the case of newer vehicles), because like so much else on the Landie, they are just so very doable.

You keep coming back to the fact that the original concept was of a vehicle that

could be pulled apart and reconstructed if necessary in the outback or in the desert, with the minimum of life-threatening fuss. There's generally little threat in the front drive of Number 27 Acacia Avenue, unless you insist on using your air chisel at half past midnight, but the constructional virtues are transferable.

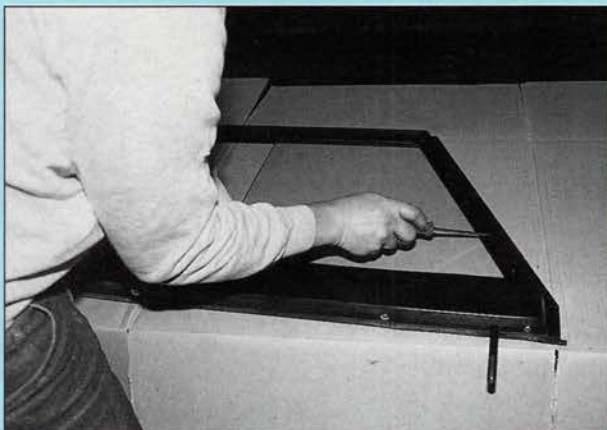
It's reassuring to know that, no matter what the component, even the lesser ones shown in this month's installment, it will be possible to restore it and to bring your Land-Rover back to original – or better than original – condition.

The seats in FVJ, the 'project' Land-Rover that was so beautifully restored by Dunsfold Land Rovers, were in superbly original condition. For everyday use, we decided to fit plain black seats from a later model and to store the originals – they were starting to feel a little brittle, which

was not surprising after a quarter of a century. It's easy to forget just how old many Land-Rovers in everyday use actually are. As you will see later in this article, there are certain problems that need to be overcome when following this approach – would you believe that they changed the seat mountings; the cheek of it. Incidentally, we also tried a preservative on the seats to try to stop them from going any more brittle.

This is a more common problem, afflicting even newer cars, in hot climates. To overcome it, several U.S.-based car-care companies have produced vinyl treatment, intended to put back the – well, whatever it is when it dries out and becomes brittle – back into the vinyl.

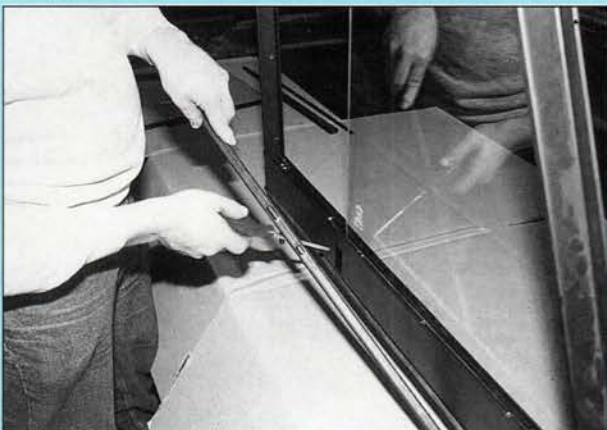
The seat material certainly felt softer afterwards and I would think that several treatments over a period of time would do



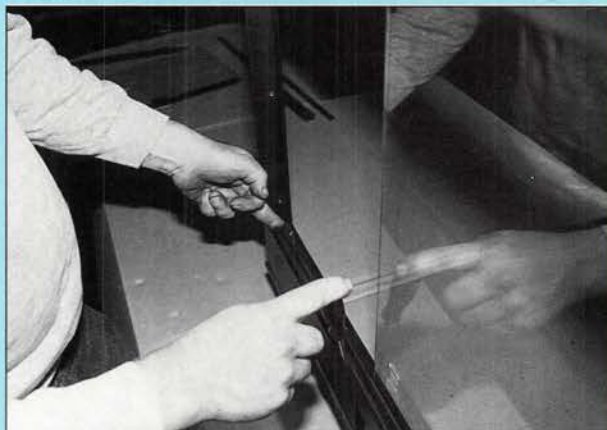
△ Five



△ Six



△ Seven



△ Eight



△ Nine



△ Ten

wonders to help old vinyl or rexine seats from cracking up with age.

Door top rebuild

The Land-Rover's door tops are simple in operation but have a fairly complex structure. Since the window glasses slide in them, they are prone to wear and since the weather deposits rain in them, they are prone to corrosion.

Unfortunately, they are constructed from one of those relatively small number of bodywork areas that are made not of aluminium, but of steel. Consequently, they rust. But if ever you wanted evidence that the Land-Rover is the ideal restorer's vehicle, this is it, for repair and replacement is no problem, right down to the smallest component, seal and screw.

Land Rover really do deserve the highest praise for the way in which they continue to support vehicles built 30 and more years

ago. But then, if they're going to make 'em to last for that long, they might just as well continue to sell the spares for them.

As with all the other articles in this series, based on my Haynes book, *Land-Rover Series I, II and III: Guide to Purchase & DIY Restoration*, the photographs are selected from the 1,000-plus illustrations used therein. Almost all of the book was photographed at Dunsfold Land Rovers and Dunsfold's Philip Bashall starts this month's episode with a detailed, step-by-step account of how to build up a new door top from Land Rover parts.

The supply of Land-Rover parts from Land Rover Parts (who else?) is so good that Dunsfold's Philip Bashall was able to show how to construct an entire new door top – not bad for a 30 year old vehicle. Philip's father,

Brian, took the photographs, and dictat-

ed the captions, showing what versatile chaps they are!

1. A diagram of what's involved in the making of a Land-Rover door top.... Note that glass with ringed "1" is the clear glass part no. while "2" is the sundym glass part number. Note also that Series IIA parts are identical.

2. And in the flesh the frame, the glass, the channels, the filler strips, the screws and a roll of glazing strip.

3. The glazing strip is applied to the fixed pane of glass...

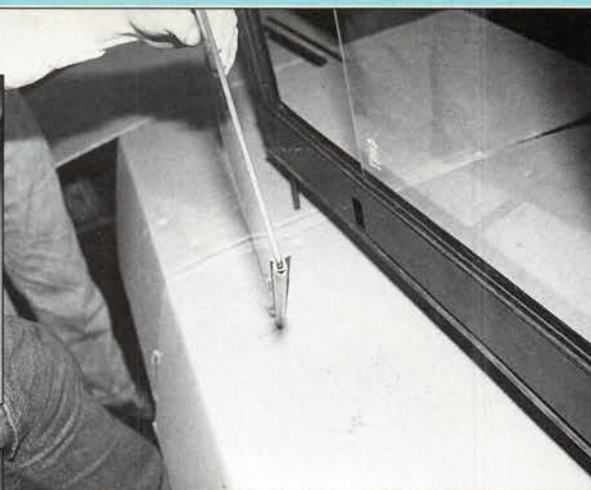
4. ...and this glass is then fitted to the frame, the glazing strip making a seal between the two.

5. The front glazing strip is fitted, held tightly in place by four screws.

6. The door top should have two spacer strips; the bottom one has cut-outs on the lower edge (shown here next to the



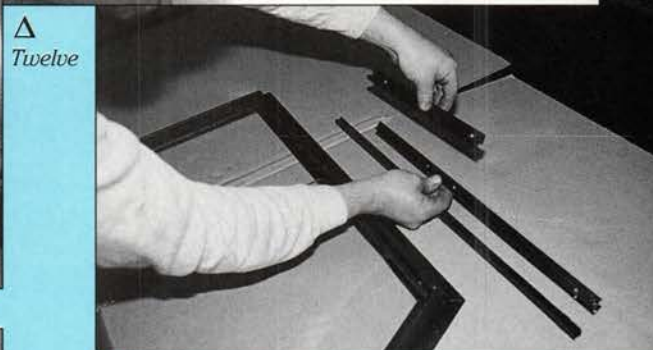
△ Eleven



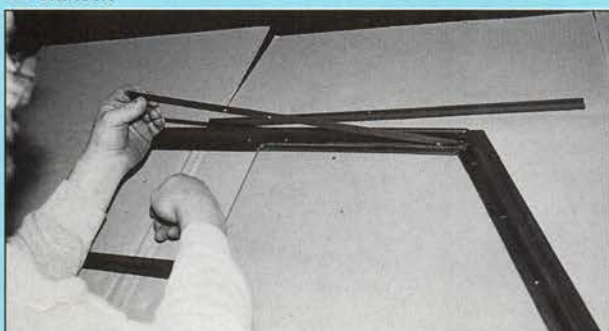
△ Twelve



△ Thirteen



△ Fourteen



△ Fifteen



△ Sixteen



△ Seventeen

△ Eighteen



thumb) while the top one is plain. These spacer strips can now be fitted.

7. The bottom glazing bar now goes into place. On this Series III example, there are two slots – one is a drain slot, while the longer slot coincides with the aperture where the door glass locker goes. Make sure the strip is the right way round before fitting!

8. Put the strip in place, holding it tight against the glass (with a screwdriver) as well as right up to the front of the door top (with your finger).

9. The screws that hold the strip in place MUST be fitted below the level of the felt; when drilling make sure the holes are at an angle so that the felt is properly held down by the screws. Also take care not to let the drill 'nibble' the glass.

10. The drilling done, simply fit the five screws that hold this bottom strip in place.

11. The rear filler strip can now be fitted.

12. Shown here is the sliding section of glass. Make sure this is fitted the right way round. There is a draught excluder strip inside an aluminium capping – the long side should be facing OUT of the vehicle so that it is tight against the glass.

13. At this stage of fitting the sliding glass, make sure it rides freely in the fleet channel and doesn't catch on any of the screws.

14. The top elements can now be fitted. Shown here are the short filler strip, a plain strip (a spacer) and the top rail.

15. The plain strip should be placed in first...

16. ...followed by the filler strip. At this stage, put the top felt onto the glass...

17. ...and put the two in place together.

18. The holes should be drilled at angles again...

19. ...taking care to hold the compo-

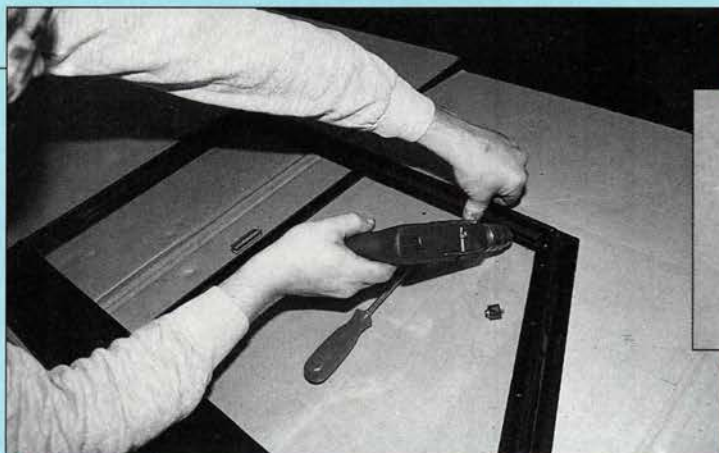
nents firmly in place.

20. A vital (but often overlooked) component of the door top is this small rubber buffer fitted to the front top corner. If it's not fitted, when you slide the window forward with any vigour the glass will catch on the door frame and may even break.

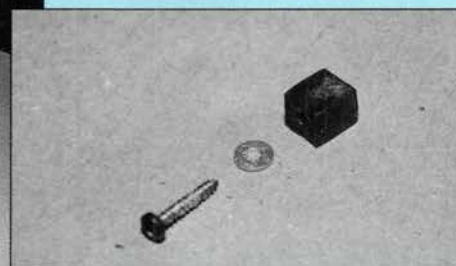
21. The buffer is shown here just about to be screwed into place...

22. ...and this is what it should look like when fitted. On the underside of the door top is a rubber sealing strip between the door top and the top 'capping' of the door itself. Without this, water leaks are inevitable. It has to be pop rivetted into place.

Despite obvious differences, between this and the earlier, 80in models, there are still filler strips and aluminium felt-lined channels holding the perspex or glass in place. Removal and replacement proce-



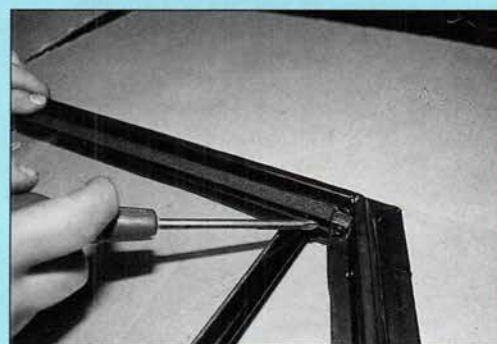
△ Nineteen



△ Twenty



△ Twenty One



△ Twenty Two



◁ Twenty Three

▽ Twenty Four



ture on these early models is much the same in principal as for the later type shown here.

Window security modification

A LAND-ROVER parked in the summer sun can become rather hot inside and Dunsfold Land-Rover carried out one of their modifications to the author's vehicle for ventilation whilst ensuring that the vehicle remains secure. (You can leave the front vents open, especially if you have the optional wire mesh fitted inside them.)

23. Open the sliding glass as far as you can without being able to get your hand fully through the aperture. Place a supplementary window glass lock in such a position that the glass will be prevented from sliding any further open.

24. After having drilled a hole for a pop-rivet, rivet one end of the catch in place, then drill the other hole and rivet the other

end of the catch in place. (If you drill both holes before fitting the first rivet, there is a risk of their not lining up correctly.) You can now leave the original catch open while closing the supplementary catch and prevent the window from being opened any further than you want it to be. Very useful if you want to leave your dogs in the car but don't want them to be able to get out!

Front seat removal

ON ALL models, the seat base lifts up after unclipping the leather fixing strap, when fitted. Bolted-in backrest unbolt in an obvious fashion. Folding backrests: unclip the leather strap, when fitted.

25. Take out the split pins holding the seat base pivots in place. Philip Bashall pushes hard to one side until the pivot comes out of the back rest bracket. The backrest is then lifted on that side and pulled out of the bracket on the opposite

side.

Rear seat fit and removal

The seats shown here are bench seats fitted into the rear of an 88in model.

26. Philip Bashall points to one of the two "hooks" that clip beneath the waist rail as the seat is slotted into position in the back of the vehicle.

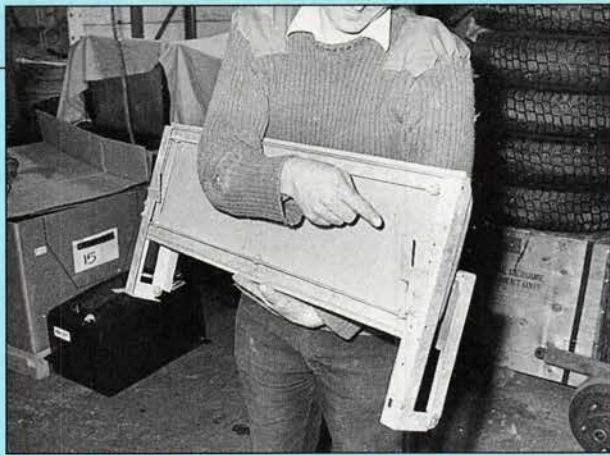
27. The seat is held to the rear body with two bolts, one at each end of the frame, which simply pass through and are secured beneath with flat washer, spring washer and nut. A job for two people.

Fitting Series III seat bases to a II/IIA

THE SEATS fitted to FVJ, our project vehicle, are of lovely original fleck material which is not now available and so we decided at Dunsfold Land-Rover that we would fit new seat bases and back rests, still available from Land-Rover Parts. What we didn't know was that the back rests



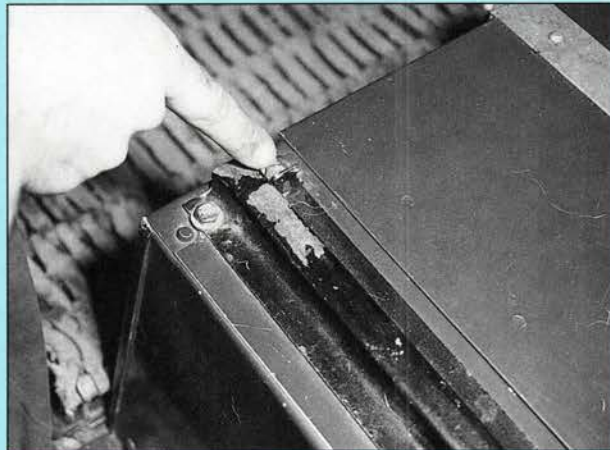
△ Twenty Five



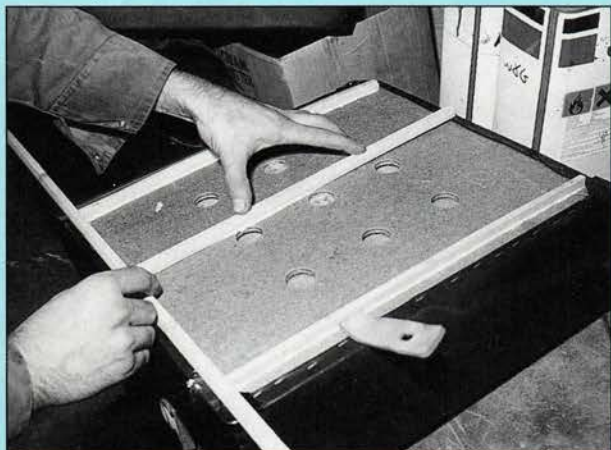
△ Twenty Six



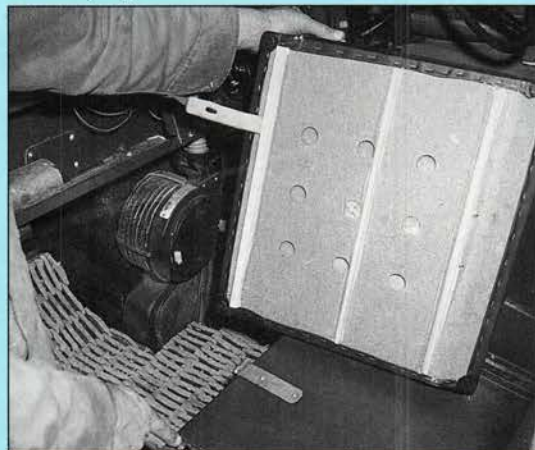
△ Twenty Seven



△ Twenty Eight



△ Twenty Nine



△ Thirty

would go in as a direct replacement but that the seat bases now available are designed for a different location arrangement and that the position of the leather retaining straps is different.

28. On the Series IIA Land-Rover, there is a channel either side of the seat base which prevents the base from slipping sideways and which has a lip at the front end of each channel to stop it from slipping forwards. Our later seat bases had flat bottoms that just slithered about.

29. We decided to fit wooden strips to enable the seats to be properly located. Here woodworkers adhesive is being applied to the bottom of one of the strips, already cut to length. The long piece of wood at the bottom of this picture is held there temporarily to ensure that the three strips of wood being fitted are correctly lined up. The two outer strips enable the

correct location to take place while the middle strip prevents the seat base from sagging. Next, it was on to that misplaced leather strap. With some careful levering with a screwdriver, the leather strap and the plastic plug which located it were levered out of the hole in the seat base. The plug contained a special plastic 'nail' that had been driven in when it had been fitted to expand the plug and hold it firm. The plastic nail was now pushed out with a screwdriver.

The correct position for the leather strap was now marked on the seat base and a hole drilled in the composite material. The plastic nail was located in the plug and the plug pushed firmly down through the leather strap and into the seat base. The plastic nail was then driven down into the plug, expanding it and fixing firmly as before.

30. With all three seats fitted out with newly positioned retaining straps and wooden strips that now located on the channel shown here, the new seats could now be fitted into position.

In next month's episode, and in response to a common source of questions from readers, we'll take a break from the hard grind of restoration and take a first look at another aspect of the book: what to look for when buying a Land-Rover.

All of the work shown in this article was photographed at Dunsfold Land Rovers and is featured in Lindsay Porter's book, 'Land-Rover Series I, II & III: Guide to Purchase & DIY Restoration' with 288 pages and over 1,200 illustrations, published by Haynes, price £16.95. (Obtainable from LRO Bookshop as shown in this issue.)

Drivetrain

By Robert Ivins

I have a Land Rover 88 SIII 1977 and wish to drive it with the windscreen lowered, resting on the bonnet. Could you please advise - is it DIY, or do I require the services of a workshop?

Arif H. Rehman,
United Arab Emirates.

If you have a spare wheel on the bonnet the screen will sit on that and if the bolts attaching to the bulkhead are in good order then a small webbing strap can be used to hold it down. If there is no spare wheel a piece of large rubber hose split down one side over the top edge of the screen will protect the bonnet, again held down with a webbing strap. If, however, you intend to cross rough ground, the screen mounting bolts are prone to breaking. The screen is best removed or Series II type mounting brackets welded to the bulkhead and screen frame. All these are within the scope of DIY.

I own a 1973 88" truck cab and I have three questions which you may be able to answer for me. First, the drum braking system scares me to death. Would you advise fitting a servo unit or a L.W.B. system or both? Secondly, after 30 mins or so in low box and low revs, my Zenith carburettor 2.25 all but cuts out and a strong petrol smell pervades. Any ideas? Thirdly, my local M.O.T. Station (which carries out some M.O.T. work for my local Land Rover Centre) says that axle straps are a pass requirement, you say otherwise, which is correct?

Peter Fitzsimmons,
Leamington Spa, Warwickshire.

Fitting LWB front brakes with a servo will give the best possible brakes on your 88. Use the combined pedal box - servo assembly and preferably the twin circuit master cylinder as well.

It sounds as if the carb may be flooding particularly as you can smell petrol. Try replacing the needle valve in the carb.

M.O.T. regulations are open to interpretation, the test only tests items appertaining to road use ie. lights, tyres, seats etc and does not test items that are not ie radio, interior light, heater etc. The axle straps only function in severe road conditions or when the vehicle is lifted (as by the military helicopters) so in my view (shared by our local vehicle inspectorate) they are not a testable item.

I am writing to enquire if there are companies that market Range Rover/Land Rover 109 conversion kits without the engines for diesel transplants. Japanese engines, such as Toyota Land Cruiser, Nissan Patrol and the Isuzu are available here and these days the local market is purchasing 35-40% reconditioned vehicles, who are also offering a varied assortment of diesel engines.

Secondly, when fitting diesel engines, no doubt heavy duty front springs will be required, also with regard to gear ratios, I imagine no

change would be required to a Range Rover 5 speed, but a 109 and 110 may require a different differential ratio. Information on this subject would be welcome.

J. Boyd-Carpenter,
Arusha, Tasmania

Diesel conversion kits for most of the Japanese engines into Land Rovers are made by Milner Conversions, The Old Bus Garage, Hackney Lane, Darley Dale, Derbyshire DE4 2QJ. (0629 734411).

Spring requirements vary with the weight of the engine fitted. Gearbox and diff ratios also depend on the engine being fitted and its RPM and power characteristics. Most modern engines rev. to about 4000 RPM so will not necessarily need any gear alterations.

When you decide on your particular engine then the conversion supplier will advise you.

Having just recently completed and had a great time at an LRO Challenge weekend, I have a question concerning tyres on a Discovery. The only drawback to the fun was in using the standard Pirelli Scorpion 205/R/16 on alloy rims.

If I buy a spare set of rims and equip them with better tyres for joining in further Challenges and fun weekends for improved grip, what is a good combination and source of cheap rims and tyres? They will not get used every weekend.

Alternatively what sort of tyres could be used on the existing alloy rims when the existing ones need renewing, to give a good combination of on and off road capability?

Derek Barton
Penhow, Gwent.

Ordinary LWB SIII or 90 /110 rims will fit straight on your discovery with steel rim type wheel nuts.

Remould tyres are quite suitable for off roading. You can fit up to 700.16 TECHNIC TRACKERS at about £32, a new tube \$6, nuts £10 and s/h rim for £10. This will give you a set of four occasional tyres for less than \$200.

During 1993 I will be embarking on a six month journey around Europe and its surrounding countries. I plan to travel in a Series III and would like to know:

1. What are the average fuel consumption figures for standard petrol and diesel models and does it differ between LWB and SWB?

2. The majority of the driving will be on normal traffic routes rather than off road. What are the best, reasonably priced, tyres for these conditions?

3. Are spares widely available throughout Europe?

Do you have any suggestions that, in addition to sound-proofing, will increase the comfort during our thousands of miles of driving?

Keith Gray,
Hungerford, Berks.

The consumption varies from driver to driver and the vehicle load. I would expect to get 16 - 18 mpg from a petrol and 22 - 25 from a diesel. There is little, if any, difference between a LWB and SWB if they are both at the same weight.

Radial tyres with more of a road than off road pattern would be best suited. I personally would go for 750R16 XCA Michelin, but there are many similar tyres on the market.

Spares are available in Europe but Series III bits are harder to get than the later 90/110 parts. However, many Santana components will fit and most even have the same part numbers as Rover used to use. The part number for a shackle bush for a Santana is 548205, the same as Land Rover, but a head gasket is on the old six number system, not the ETC/RTC format.

Pay great attention to the seats. Having recently driven 2800 miles in a Land Rover with worn out plastics seats, my back can vouch for the difference when getting into the LRO "GUS bus" with its deluxe cloth seats.

I am considering buying a mid-70s Range Rover and am prepared to overhaul the engine. I do not feel my budget would stretch to a used Efi unit and so wonder if it is possible to incorporate Efi technology to an existing engine. I have also heard that the existing Range Rover carbs can be replaced by SUs from an SD1 car in order to reduce fuel consumption.

Alastair J. Hotchkiss,
Exeter, Devon.

It is not easy to convert a non-Efi to Efi successfully. By the time you have replaced the necessary components (camshaft, heads, manifolds, distributor, etc) it would be easier and probably cheaper to fit the complete engine. The SU conversion, whilst not giving quite the Efi economy, is lot more cost effective at about \$50.

The best economy device is driving style. We propose to cover economy driving in the near future in LRO, so see if your consumption improves afterwards.

I have a problem with pinking, knocking, pre-ignition or whatever it is called these days, on my 1980 Range Rover. Some vital statistics of the vehicle: engine number 34132144F; distributor number 41681E; Janspeed exhaust system; K & N air filters; Piper 285 camshaft; Lumination ignition; Piper springs and cam followers.

I am convinced that the ignition advance curve is incorrect for the engine set up.

Barry Mathews,
Ellon, Aberdeenshire.

The distributor you have on your engine has an unusual advance curve and should be timed at 5 degrees ATDC and is used in emission control engines. As you have drastically altered the characteristics of

your engine by fitting a different cam, lifters, exhaust and air filters, etc, it needs the distributor and probably the carburettor needles altering to suit. The most effective way would be to have it set up on a rolling road dynamometer.

For a GUESS, the springs and weights from the later sliding contract distributor (41873) set at 6 degrees BTDC would improve matters. You will have to go to a Lucas agent as they are not supplied separately by Land Rover. It would be best, if you try this route, to borrow a distributor to see if it does work before purchasing one; alternatively, buy one secondhand.

I have recently purchased a 1973 Range Rover V8 that has been converted to run on Calor propane gas. Could you tell me how economical this fuel is in comparison to petrol and what effect it has on the performance of the vehicle, which is sometimes used for towing a caravan.

The gas tank in the vehicle is 10.75 litres capacity, what range could I expect?

**R. Wheelhouse,
Carlton, Nottingham.**

Gas powered road vehicles have never been as popular in the UK as on the continent. In Holland and Belgium most filling stations sell LPG. At present, UK use seems confined to fleet and taxi operators who have their own filling facilities. This may soon change, however, as British Gas are looking into providing a network of filling stations throughout the country (if recent press reports are accurate). It is a great pity really, as LPG is one of the cleanest, practical fuels that exists - hydrogen would be the cleanest, as the product of combustion is just water, but hydrogen storage is very difficult. When the lubricating oil is changed in a gas vehicle that has not been run on petrol, the oil is nearly as clean as when put in. It does have its drawbacks, however. The tanks, pipes, vapouriser unit, etc, all add extra weight and take up room. The engine loses a little power, but on a V8 this is hardly noticeable. The consumption per litre is about 10 per cent less than on petrol but, as the fuel is cheaper, the cost per mile is less. It used to be argued that the fuel is more dangerous if the vehicle sustained an accident, but modern lead-free, with its higher alcohol content seems to me to be just as dangerous (lead-free, unlike four star, contains about 12 per cent alcohol which is why it "goes off" faster than fuel used to if left in a tank for a long time as the alcohol evaporates off).

I think you have misread the size of tank. Most tanks fitted are about 50 litres, but it is impossible to totally fill them. A tank this size would, in a Range Rover, give a range of about 175 miles. It is possible, however, to switch back to petrol whilst on the move, so this is in addition to the normal fuel tank. Some vehicles have the normal fuel tank removed and larger gas tanks fitted. I have seen one Range Rover with two 60 litre tanks for gas underneath and a small 25

litre petrol tank between the wing and body side which, with a combined range of about 500 miles, is a lot greater than a normally fuelled vehicle.

Unless there is some major price incentive to use LPG as there is abroad, or a road licence concession as with electric vehicles, I don't think gas will catch on in the UK. After all, as a nation we are only just discovering diesel. Land Rover owners have been a bit more forward thinking in this respect, however.

Gas conversion will not get easier with modern vehicles. The trend towards petrol injection and electronic control units makes conversion very difficult, if not impossible.

I own a 1976 SWB 2.25 petrol fitted with a Zenith carburettor and have read conflicting reports about converting to a Weber. Some reports tell of improved performance and efficiency leading to a lower fuel consumption. Others tell of improved efficiency due to a sacrifice in top end performance. Can you please tell me the advantages and disadvantages?

**J. Capon,
Billericay, Essex.**

In my experience of the Weber carb, it does give an improvement in mpg when replacing a worn out Zenith or Solex. They do also seem to strangle the top end power to give the extra economy. If your Zenith is not worn, then I would not replace it. If it is worn and needs to be changed, then carefully consider your vehicle's use before deciding.

A few months ago the power steering on my 90 started to feel lumpy. This continued to deteriorate until the steering wheel could only be turned with great effort at variable points. It felt as though the steering was sticking and there was no return to the straight after a turn - it had to be pulled back through the lumps. The vehicle was taken into my local main agents for attention. No firm ideas as to the fault. However, a pressure test was carried out and new oil put into the system. Disaster! No change and the vehicle booked in for major surgery at a great cost.

Having left the agents thoroughly depressed, imagine my joy when suddenly all went to normal as I limped home in the vehicle. I can only think it was due to the oil change. It has now performed normally since. Could this help others in a similar situation?

**W.R. Stevens,
Darwen, Lancs.**

The steering box may have been faulty but they usually do not cure themselves. The steering universal joints between the column and box can give the effect of slack and tight spots as the steering wheel is turned. If there is no play in them, they may just have seized dry. When changing the fluid, etc, some may have split on the UJ and lubricated it, they "cured" itself on the way home. If this is the case, then the UJ

nearest the steering box probably needs renewing - not a major expense.

I own a Series III petrol Lightweight and have pictures in your magazine of Lightweights fitted with external fuel fillers. Is this modification sold as a kit?

Is it necessary to move the "cross-bar" back to fit better seats or can slimly built seats readily be fitted?

Can I fit a steering wheel from any BL car?

Can I fit a 90/110 grille?

**Jim McIlhenny,
Boghead, Scotland**

I don't know of a kit to do the conversion. Most I have seen just use modified normal Land Rover filler tubes and standard 88 tanks.

I would not remove the rear cross bracing without fitting additional support across the body.

Normal Land Rover deluxe or high back seats will fit without cutting the bodywork.

Steering wheels off any of the 1970s BL range will fit your Series III. Mini, Metro, Marina, Maestro, Triumph Dolomite and 2000, etc, will all go on the Land Rover splines.

The 90 grille will fit, but needs a little trimming.

I have a query concerning my 1956 Series One 86 inch, fitted with a BMC 2.5 litre diesel engine and overdrive. The vehicle has very worn and tired springs giving only an inch of wheel travel. At the same time it leans over to the driver's side. I wish to fit larger wheels and tyres and increase the wheel travel, so I want to increase the vehicle height by fitting different springs.

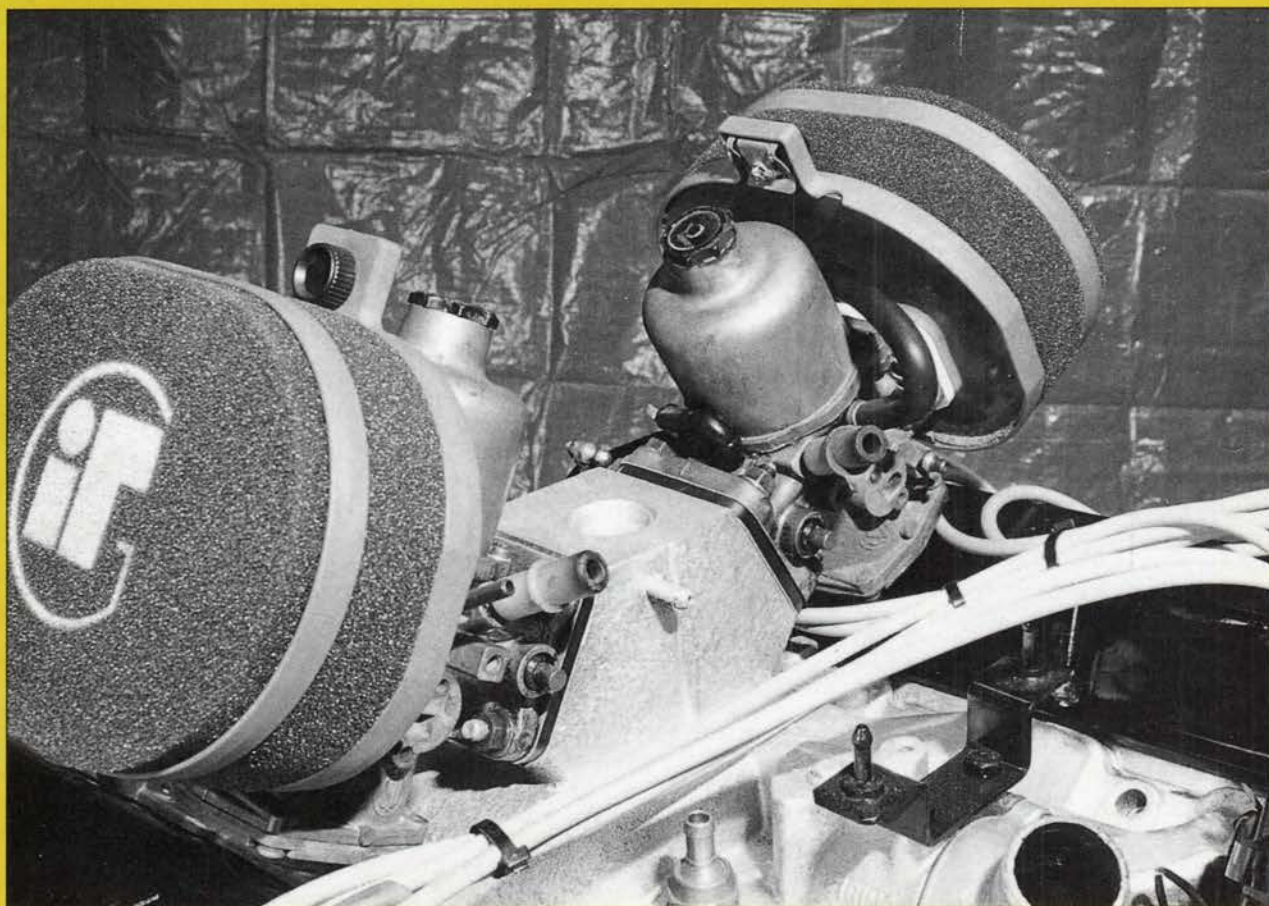
**Alastair McLellan,
Edinburgh, Scotland.**

Fit standard front 88 diesel springs and 'U' bolts. The spring numbers are 265627 and 264563, offside and nearside respectively. At the rear I would fit 279678 and 279679 LWB station wagon springs which, when bedded in, give an excellent ride.

Having, I think, carefully researched the used 4x4 market I have narrowed my choice of vehicle down to two, one of which is an 85/86 non-turbo diesel 90. The vehicle I eventually purchase will be used a great deal for towing a caravan. Some journals I have read indicate an inherent problem in towing a caravan with a Land Rover - damage to the caravan's "A" frame being reported.

**R.G. Flynn
Tenby, Dyfed.**

Damage occurs to flimsy modern caravans if the towing vehicle suspension is very stiff, as the caravan flexes and fatigue failure of the front 'A' frame results. A 90 Land Rover on coil suspension should not harm your caravan. If you are worried, a 'Shock-link' from Dixon Bate -0244 288925 - would eliminate any risk of fatigue failure.



△ Air filters like these can be a great help to your engine's breathing

Breathing

James Taylor helps you to spend a little more money to get a little more power (and torque) out of your carburettor 3.5-litre V8 engine.

LAST MONTH, we looked at the first stage of extracting more usable performance from the 3.5-litre carburettor engine. Starting with a 125 bhp Range Rover-tune engine, we showed how to bring it up to 160 bhp simply by adding a new camshaft and lifters, and fitting a more efficient exhaust system and air cleaners. We pointed out, too, that the same modifications could bring a 155 bhp SD1 saloon engine up to 190 bhp.

Everything we discussed last month came under the heading of DIY modifications, and everything was designed to give you a fast road engine for your Range Rover which would not compromise its towing ability, off-road ability, or low-speed traffic behaviour. It could be that the power figures we aimed at are quite enough for your needs; in which case, you probably won't need to read on. But for those owners who want to go for even

more performance, we are going to take the story a few stages further.

Once you get beyond the first stage of tuning into more major work on an engine, it's even more important to seek expert advice. If you are a tuning expert yourself, all well and good; otherwise, we'd strongly advise you to do as we did and to talk to someone like TAG Automotive.

So far, you have been relying on "bolt-on goodies" to improve performance. The next stage involves machining to modify the cylinder heads and will give you something like 25 bhp more. On an SD1 engine, therefore, you should end up with about 215 bhp; on a Range Rover engine, you should have 185-195 bhp, which is more than the latest 3.9-litre fuel-injected type offers. But you still won't get as much torque as the big-bore factory engine produces, so your engine will be rather less flexible and will have rather less mid-range punch.

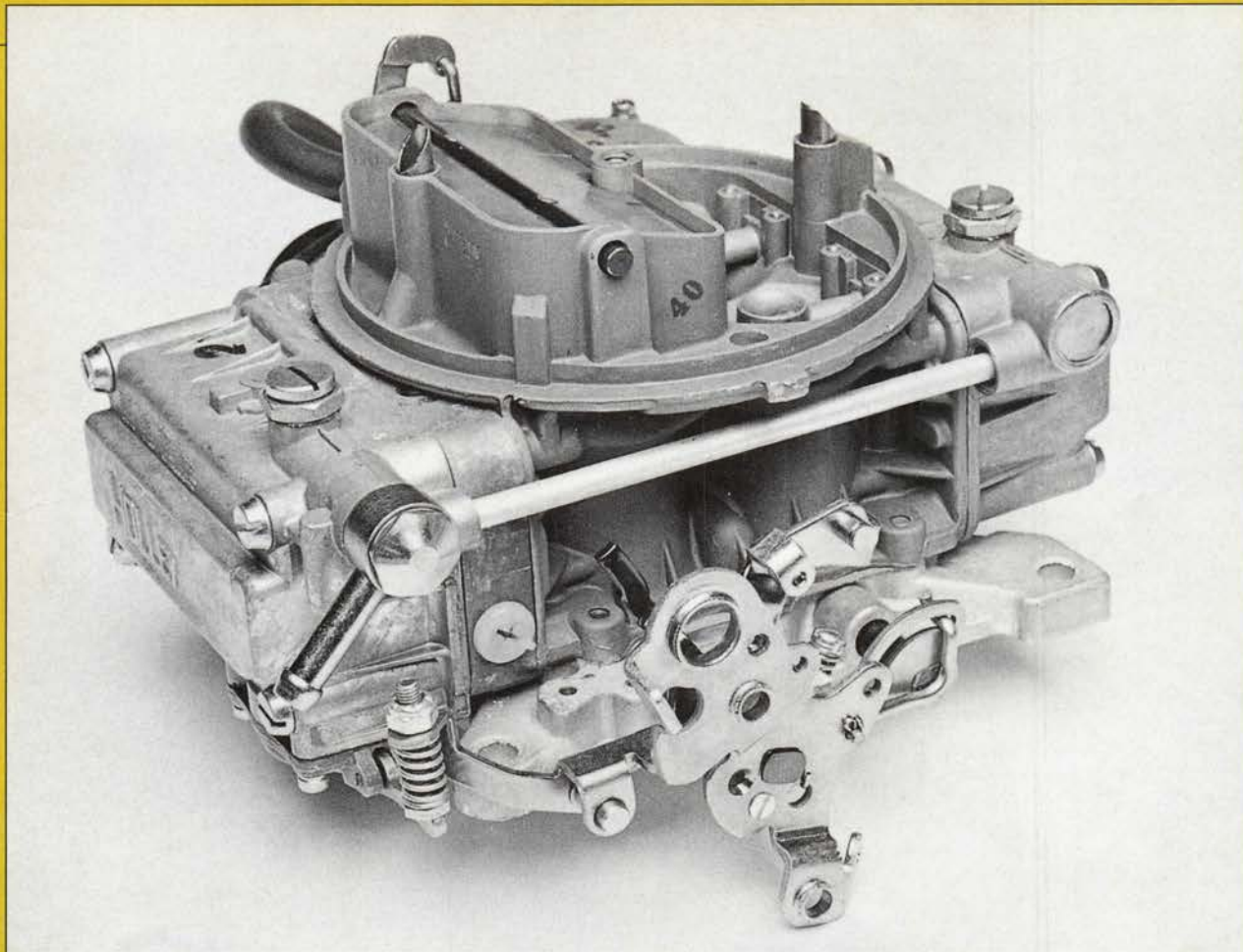
Essentially, what you are aiming to do here is to increase the size of the inlet ports and improve the shape of the tracts behind them in order to give the fuel/air mixture a

smoother path along which to travel. It can thus reach the combustion chambers more quickly and in larger quantities, which permits more frequent ignition of the charge (and leads to higher revs) and a more powerful explosion in the combustion process (which gives more torque).

This process is known as gas-flowing the cylinder heads. It will bring major benefits to an engine within the bhp limits we are considering here but, say TAG Automotive, if you are planning on going for much more than 210 bhp, you really should go for larger valves as well. This, of course, involves opening out the inlet and exhaust ports in the cylinder head.

For a road engine, 1.64-inch diameter inlets and 1.4-inch diameter exhaust valves are the largest you really need. Bigger valves than that are only really necessary on full-race engines.

While working on the cylinder heads, you might also want to consider fitting stronger valve springs, especially if your aim is eventually to go for a power figure above that 210 bhp break-point. If you're building a competition engine, you should



△ Holley carburettors like this one are recommended for first road engines

and boring

definitely fit stronger springs. However, on a road engine it's particularly important not to fit springs which are too strong: really tough springs can sap engine power and cause premature wear of the camshaft and hydraulic lifters. It's in matters like this that specialist knowledge can save you a lot of expensive trial and error.

The basic machining cost of having your cylinder heads gas-flowed should come to about £700. Obviously, if you have the valve ports enlarged at the same time, you will have to add on the cost of the new valves; and if you fit stronger springs, you will need to add on their cost as well.

It's at this point that we need to pause and take stock of the situation. As we saw last month, once you go over about 200 bhp with the 3.5-litre V8 engine, you start to lose bottom end performance. In a big and heavy vehicle like a Range Rover or Land Rover, that's the last thing you want, especially if you also do a lot of towing or off-roading. TAG's advice was not to go above 210 bhp and, if you've followed our tuning advice so far, you could already be up to 215 bhp with an SD1 saloon engine and

195 bhp with a Range Rover engine. So where do you go from here?

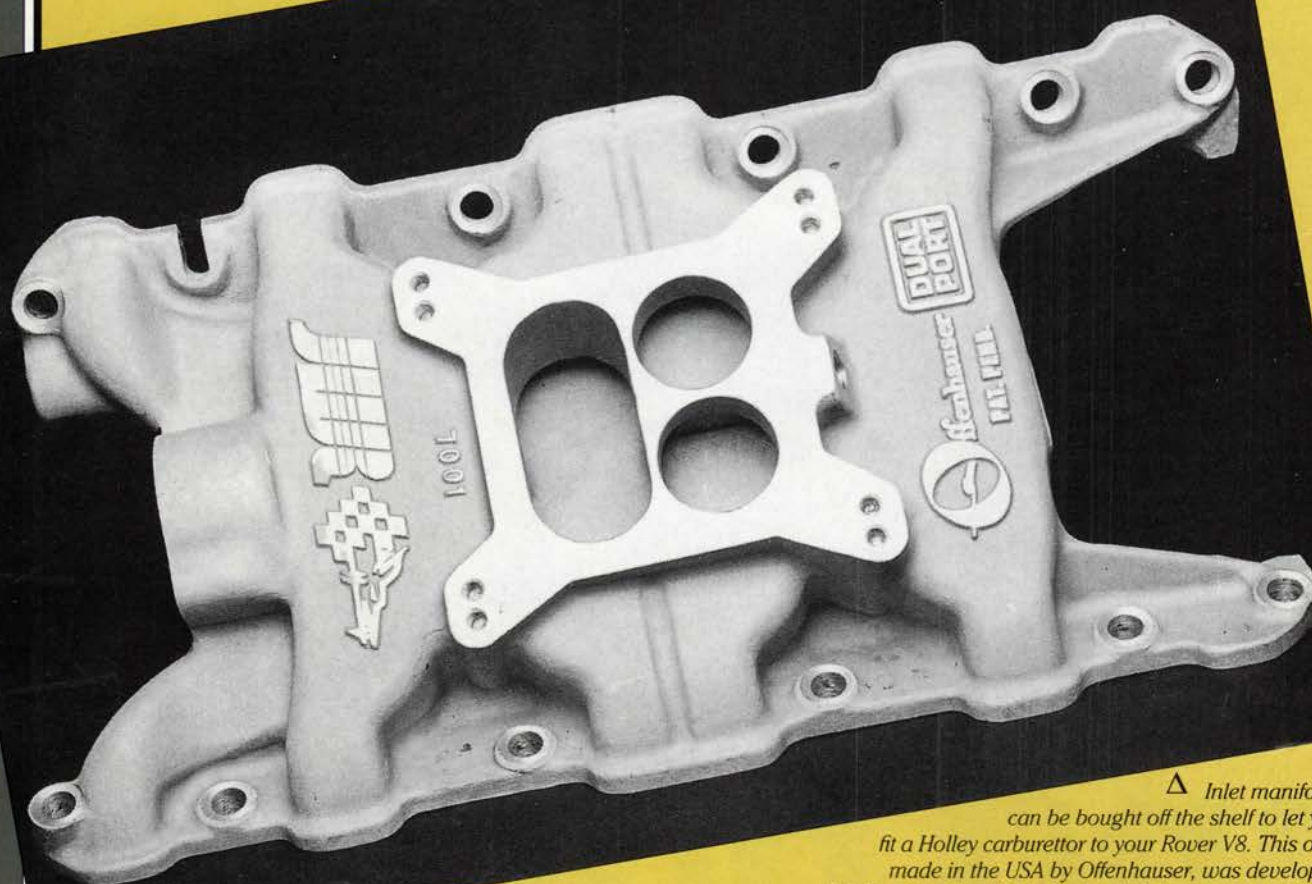
The fact is that you've now reached the limit of what you can do with simple tuning. There is no more power to be had from a 3.5-litre V8 without losing torque, and so the next stage of modification is to beef up the torque figure. The only effective way to do this is to go for a big-bore engine, and that is going to cost you the best part of \$1,000, assuming you do the assembly work yourself. As we said last time, add \$1,500 to the bill if you're going to get someone to build the engine up for you.

Enlarged V8s are nothing new: Leyland Australia had a long-stroke version of the V8 for their P76 saloon car as early as 1973, and that produced a massive 285 lbs/ft of torque at 2500 rpm. However, the engine itself was considerably modified from the 3.5-litre design, to the extent that modifying a 3.5-litre to P76 long-stroke specification would be impossible. Very satisfactory power and torque increases, however, can be obtained by boring out the block to the same 3.9 litres capacity as is used in the current Range Rover engine.

Once again, you need to think carefully about how far you want to go in uprating your engine. The factory-supplied pistons are made by Hepolite and are perfectly adequate for all normal road applications. However, they are a split-skirt design and this is really too weak if your intention is to build a competition engine. Down at TAG Automotive, they recommend using Mahle cast pistons for a 3.9-litre competition engine.

Of course, it is possible to take the engine's capacity up even further. The JE Motors Dakar engines use longer strokes to get 4.2 litres and 4.5 litres, but you're talking about adding at least an extra \$1,000 for a new crankshaft and con-rods here; and that's if you're doing the work at home. Frankly, when going for really major engine modifications like these, you're better off leaving it all to the experts.

With a big-bore, 3.9-litre engine, you can expect to add about another 20 bhp to what you've already got. That takes the SD1 engine up to 235 bhp and the Range Rover engine up to 215 bhp. But the most important advantage of the big-bore conversion



△ Inlet manifolds can be bought off the shelf to let you fit a Holley carburettor to your Rover V8. This one, made in the USA by Offenhauser, was developed jointly with John Wolfe Racing in this country and is the dual-plane type recommended for fast road engines

is that extra torque. Expect an additional 30-40 lbs/ft, or something like 230-240 lbs/ft from an SD1 engine and 215-230 lbs/ft from a Range Rover engine.

Again, it's time to review your position. You've spent close on £3,000 and you've ended up with an extra 80 bhp and 35 lbs/ft of torque. If you want to go any further on a road car, you should certainly look at uprating the brakes and suspension to cope with the extra performance, and that is going to add considerably to your costs.

You might be surprised that we haven't yet dealt with carburation. That's because the standard carburettors are perfectly capable of providing enough fuel/air flow for 200 bhp or so. On a car engine, you would consider changing your carburettors after you'd reached that bhp figure, because the loss of bottom-end performance wouldn't be so noticeable.

For a Range Rover or Land Rover, however, you need to go for the torque-enhancing big-bore conversion first, if the loss of bottom-end performance isn't going to become a problem. Once you've boosted torque, you can then think about getting a little more power by changing your

engine's carburation.

The most popular replacement carburettor for the Rover V8 is the American Holley 390 cfm four-barrel type. A single carburettor replaces the twin Zenith-Stromberg or SUs and a new inlet manifold (made by Offenhauser, again in the US) is also required.

Adding this to your engine will cost around £360 and will give you an extra 10 bhp or so. But, warns TAG, the Holley carburettor is not very efficient. You lose out on fuel economy and you get a lumpy tick-over.

It is important, by the way, to get the right Offenhauser manifold for a road engine. You need the dual-plane type, which has one set of inlet tracts fed by the carburettor's primary chokes and a second set for the secondary chokes. This type of manifold gives better torque and smoother power delivery than the single-plane type.

Probably the ultimate carburettor conversion is four downdraught Dellortos on a special manifold. Various competition manifolds are available, but many of these are not suitable for road engines because they lack water galleries. TAG recom-

mends one made by Mangoletsi which does have water galleries and requires a minimum of adaptation to suit a road engine. The Dellorto conversion, however, will cost you around £1,200 and will give you no more than 20 bhp.

Not yet available in this country, but definitely one to watch, is a new bolt-on fuel injection system made by Holley. Known as Pro-Jection, it works on the throttle body principle and has the great advantage that it can be simply tuned by the DIY owner. It fits to an Offenhauser manifold and costs about \$410 in its native USA. Compare that with the cost of the standard Efi Range Rover injection system - something like \$2,000 when we last asked.

In the next instalment, we look at forced induction systems for road engines: turbocharging and supercharging.

Thanks to at TAG Automotive, 14 Ardglan Road, Evingar Trading Estate, Whitchurch, Hampshire RG28 7BB (0256-895188). Thanks also to Steve Trice at John Wolfe Racing Ltd, Wolfe House, Hammond Road, Bedford MK41 0RQ (0234-341445).

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SPECIAL OFFER

FIRE EXTINGUISHER

**Report and test
by Robert Ivins**



THE CAR comes round the corner and for some reason, possibly spilt oil or fuel, crosses the road into the path of an on-coming lorry. The ensuing accident is not too bad, but the driver is trapped in the wreck by her legs. The children in their seatbelts are unhurt.

Somewhere in the wreckage fuel, or possibly brake fluid spills out and contacts a source of ignition, perhaps hot metal or an electrical short. It bursts into flame.

Passers-by manage to get the children out of the wreck, but they cannot get the trapped driver out. Still conscious, she dies in the all-enveloping fire.

The first fire extinguisher to arrive at the scene is in the police patrol car called to the accident. Seconds count in a situation like this and it is too late to be effective.

Had this happened in Belgium, for example, it may not have been fatal, as all cars have to carry fire extinguishers by law as well as warning triangles and a small first aid kit.

Partly with this in mind, and partly because for years in competition I have been accompanied by a mandatory 2.5kg BCF fire extinguisher, we decided to test one kindly supplied, and keenly priced, by Quadrant Corporation and now available in this special LRO reader offer.

The extinguisher comes with mounting bracket and pressure gauge and looks attractive. It should be fitted as close as possible to the driver.

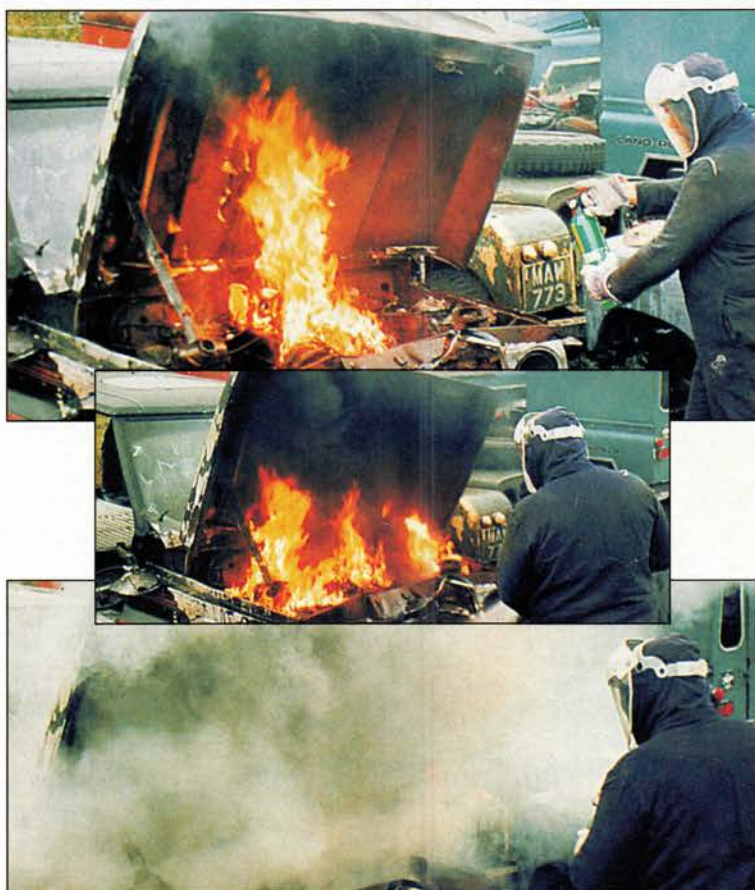
As no formal test guidelines are set, we decided to set light to a Range Rover! This one had previously been burnt out, so the sacrifice wasn't really that great.

Our fire was made with oil soaked rags and a gallon mixture of oil, petrol and diesel. As you can see, it burnt well.

The extinguisher worked well and easily put the fire out. In a real engine fire situation, it is best to spray through the grille and bonnet shut gap rather than open the bonnet.

The fire was actually put out and re-lit three times with this one extinguisher. A comforting thought.

BCF extinguishers are more effective than dry powder or water-filled ones in a vehicle environment. Fit one now. It may save a life and remember, the story in the opening paragraphs of this report is true.



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BOOK AND VIDEO REVIEW

by DAVE BARKER

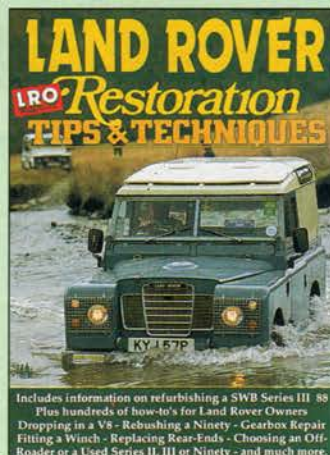
LAND ROVER RESTORATION TIPS & TECHNIQUES

Compiled by Richard Green

How many times has it happened, just as you decide its about time that you started that repair job on the Land Rover you have been meaning to do for so long, you remembered the article in LRO a few months back telling and showing you how to do it? That then sets you off searching everywhere for the old back copys, only to scan through each issue to find that the one you are looking for is the only month that's missing? Well now the answer to your problems has arrived.

This new book Land Rover Restoration Tips & Techniques, compiled by Richard Green is a collection of articles taken from LRO over the past few years, covering many of the restoration and repair job we all need to do, as all our Land Rovers get older.

A large portion of the book is given over to the Land Rover Series III Refurbishing Project, carried out by David Bowyer. The series was originally published in LRO magazine in fourteen monthly instalments, and covered all the restoration work done and the tips and techniques used on the Project Land Rover Series III.



The whole series is now re-published in this one single book, making it easier to follow rather than to have to search through all 14 single back issues of the magazine.

The series covered most if not all the Tips and Techniques needed to restore an ageing Series III back to good health, with tips right from the start, of what to look for when buying a vehicle, cutting out the old rot, service schedule and servicing tips, techniques used in restoring the

body work and paint work right up to waxing the chassis and even general preparation before taking the restored Series III out on its first green-lane run. Most of the work done to the SIII can be easily applied to all other models of Land Rover.

Other subjects covered in this new book are wide and varied but cover many of the topics the staff at LRO Magazine are most frequently asked for advice on, from "Dropping in a V8", "Buying a Ninety" and "Re-Bushing a 90" to such things as the Basics of Welding and fitting A New Rear End. The section on V8 Emissions, many with older Range Rover's will find most helpful with the new MOT rules. And also the fitting of new electric mirrors to older Range Rover I found very good, unless that is you have very long arm's to reach the near side door.

The articles all brought together in this one book, taken from the pages of LRO Magazine, and written by the people that have actually done the jobs, give the reader a complete collection of "how-to articles" with the Tips and Techniques used in the restoration of a Land Rover, many of them not normally covered by other manuals.

SPECIAL OFFER From LRO Bookshop - Post Free...\$7.95.

ADVERTISING LAND-ROVER SERIES I & II, 1948 - 1971

Compiled by Daniel Young

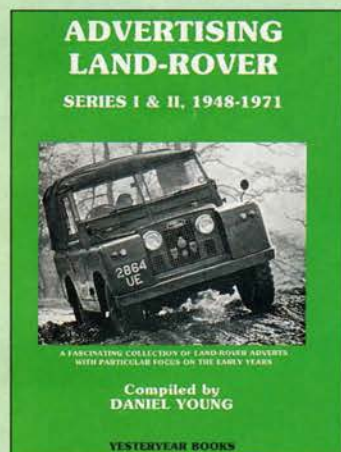
What more can you say; this book is just pure nostalgia. The book is basically a collection of sales literature and magazine cuttings advertising the Land Rover over the years. The 'slogans' being illustrated with black and white photographs or line drawings of either a Series I or Series II vehicle, including two British Leyland adverts from 1973 and 1974 (Series III days) claiming the reliability of the earlier SI Land Rover's.

The first few pages of the book use the "25 years of Land-Rover" souvenir as an introduction, the following pages trace the ad-mans attempts to tell the world how good and versatile, a go anywhere vehicle the Land-Rover was.

From what must have been the very first Land-Rover advertisements in 1948 you follow the advertisements through the years. The book shows how little the main theme and selling points of the Land-Rover changed from the 1940's to the 70's. Even in today's Land Rover advertisements and literature the main theme remain the same its only the pictures of the vehicles that have changed. There is one exception a strange Land Rover advertisement from 1963 that I don't think would be used today. It tells how successfully the Land-Rover has been used by bandits in a number of armed robberies, which is not something vehicle manufactures would want to boast about in today's world.

The book makes an interesting and different look back into Land-Rovers past, for those who love the vehicle.

Available from LRO Bookshop - \$9.99 + p&p.



THE VIDEO SKILL-GUIDE TO GAS WELDING

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Produced and presented by Lindsay Porter

THE VIDEO SKILL-GUIDE TO GAS WELDING

With BOC Ltd and Practical Classics magazine, From Lindsay Porter & PP VideoProductions

The press release with the video says that with the personal tuition from leading experts anyone using this video can learn how to gas weld. After watching the video through three times. I'm not totally convinced.

It did show the welding, brazing and cutting techniques needed when using gas that couldn't be as easily shown or understood by looking in a book, and I did learn a few things about gas welding that I didn't know before.

The tape starts off by telling the viewer of the safety procedures that you need to take before starting to gas weld. How to set up your bottles, check for leaks etc. Which gas to turn on first and which to turn off first, but didn't explain something I've always found a mystery, not knowing much about gas welding what the gauges on the top of the bottles are for or how far to open the valves, or even before starting

welding which size of nozzle to use. The video simply tells you to refer to the instructions supplied by BOC with your new portapack kit. It then goes on to show you the different types of welding flame and weld joints that can be used, how to move your welding torch and rod, but most of the welding is lost in a white glow as something called 'the weld pool' is made, its not until the very last minutes of the video that you discover that you should fill in the weld pool with the melting drops of the welding rod to make the weld.

The section on car body repair gives good advice on how to go about making the repairs and shows the skills needed to carry them out, but for a video on gas welding, it advises you that if you have a large area to do, because of heat distortion the MIG welding might be better.

For the Land Rover owner I thought that the section on Aluminium Welding would have been useful but after showing briefly how to weld and braze aluminium, the video says that because aluminium gas welding is not easy, MIG or TIG might be more suitable.

Available from LRO Bookshop \$15.50 + p&p.

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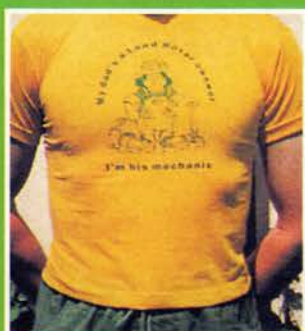
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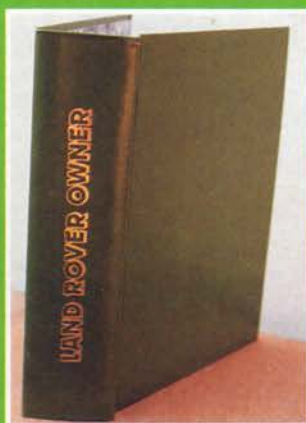
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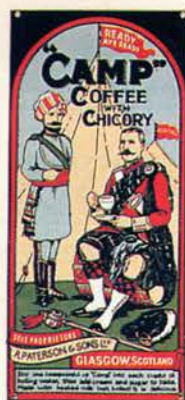
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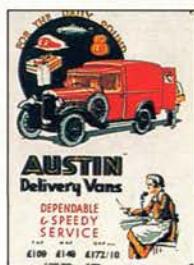
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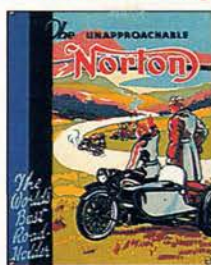
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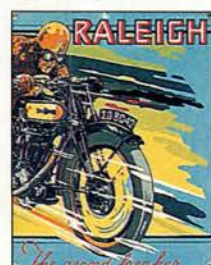
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8 Fri
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11 Mon
12 Tues
13 Wed

February

17 Sun
18 Mon
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20 Wed
21 Thurs
22 Fri
23 Sat
24 Sun
25 Mon
26 Tues
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28 Thurs
29 Fri

1 Mon
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From time to time I do get the opportunity to purchase stocks of models that are no longer still in production, obviously these are limited in number however if anyone is interested in details of those at present in stock please send a S.A.E. to the address at the bottom of the page. The details will change from month to month depending on what I am able to acquire if you would like a regular update please enclose several stamps and I will keep you advised.

I wish you all a happy festive season and hope that Father Christmas smiles on your model collections.

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(1979) DIRECT MOD. Full chassis-up rebuild, 12 volt, full MoT and 6 months tax, £2760 no VAT — Tel: (0584) 76407 or 0860 407020 anytime.

(1982) LWB Diesel Hard Top with side windows. Rebuilt 1989, deluxe interior, o/drive, twin tanks, new tyres, roofrack, H/D springs, £3150 — Tel: 081-985 0310 — East London.



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(1984) Blue SWB, petrol, good condition, 2 new tyres, new clutch, slave cylinder, only 33,000 on the clock. Offers round £2200 — Tel: (0768) 898444 — Penrith.

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1974 (M) 2 door Manual. Average condition for year, MOT May '93, £1200 — Tel: (0493) 731632 — Gt. Yarmouth.



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(1977) 3.5 V8 with overdrive, PAS, sunroof, new tailgate. Top and bottom, very sound and in good condition, MOT £2400 — Tel: 081-393 5493 eves, Surrey.

APRIL (86) VOGUE EFI, Caspian blue, 5 speed Manual. Dixon-Bate tow bar, warranty to Feb. '93. Recent major service, new rear shocks/bushes, 84K miles, £7950 — Tel: (0798) 813522 eves/wkends.

(Y) REG. DIESEL 5 door, recent Milner/Perkins 4236 (3.8) Conversion, high ratio box, new clutch, springs, batteries. Late Grille, spoiler etc. Gold metallic, immaculate £7995 — Tel: (0686) 88718 or 0686 626765.

1983 (Y) 5 door Manual Vogue trim. Good body, immaculate interior, long MoT/tax, new tyres, recon. engine, part service history, £4100 — Tel: (0494) 461492 — High Wycombe, eves.

LATE (1984) Vogue Automatic in metallic silver/grey, excellent condition throughout, 73,000 miles, £6400 — Tel: (0959) 561 310 — Kent.

BREAKING — (V) reg. Rolling Chassis & Diffs. with log book, vgc £500. PAS box & kit £250. Diffs. £100 each. Engine and gearbox, radiator. To many parts to list — Tel: (0929) 551223 — Dorset.



(1979) V8 Petrol. Masai red, tow bar, split charge, Kenlowe fan, dog guard, year's guarantee on exhaust, tax/MoT, good condition, £2750 — Tel: (0525) 712391 — Beds.

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CHOICE OF 2. 1987 as above from £4800 + VAT. Also VW synchro diesel 1987 Van £4350 + VAT. Transit 4x4 (C) reg. £1950 + VAT — Tel: (0709) 867440 — S. Yorkshire.

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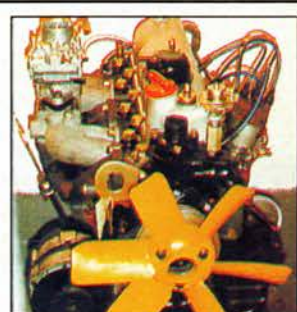
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